[illegible]

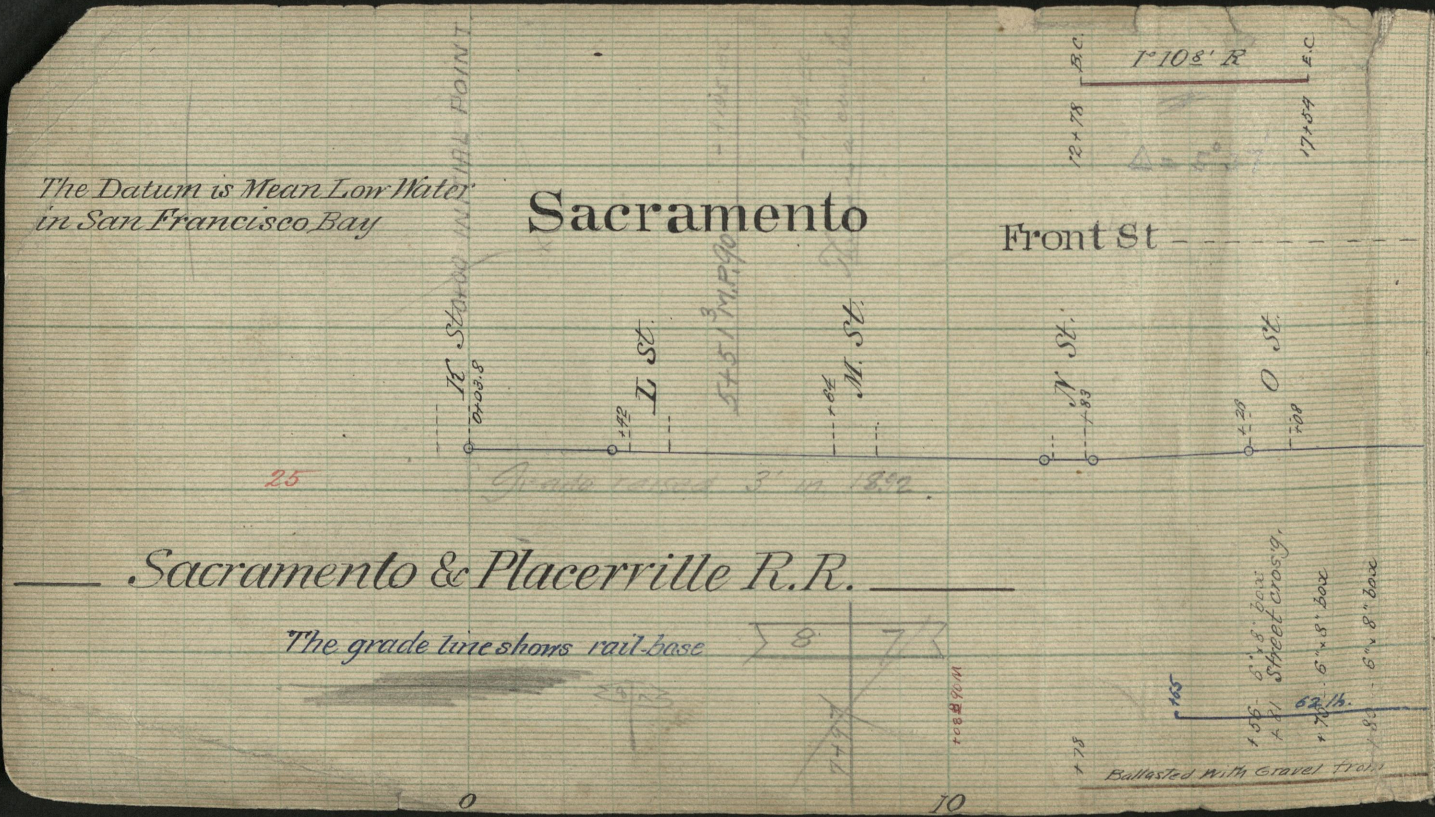
[illegible] taken [illegible]

[illegible] continuation – On the [illegible]

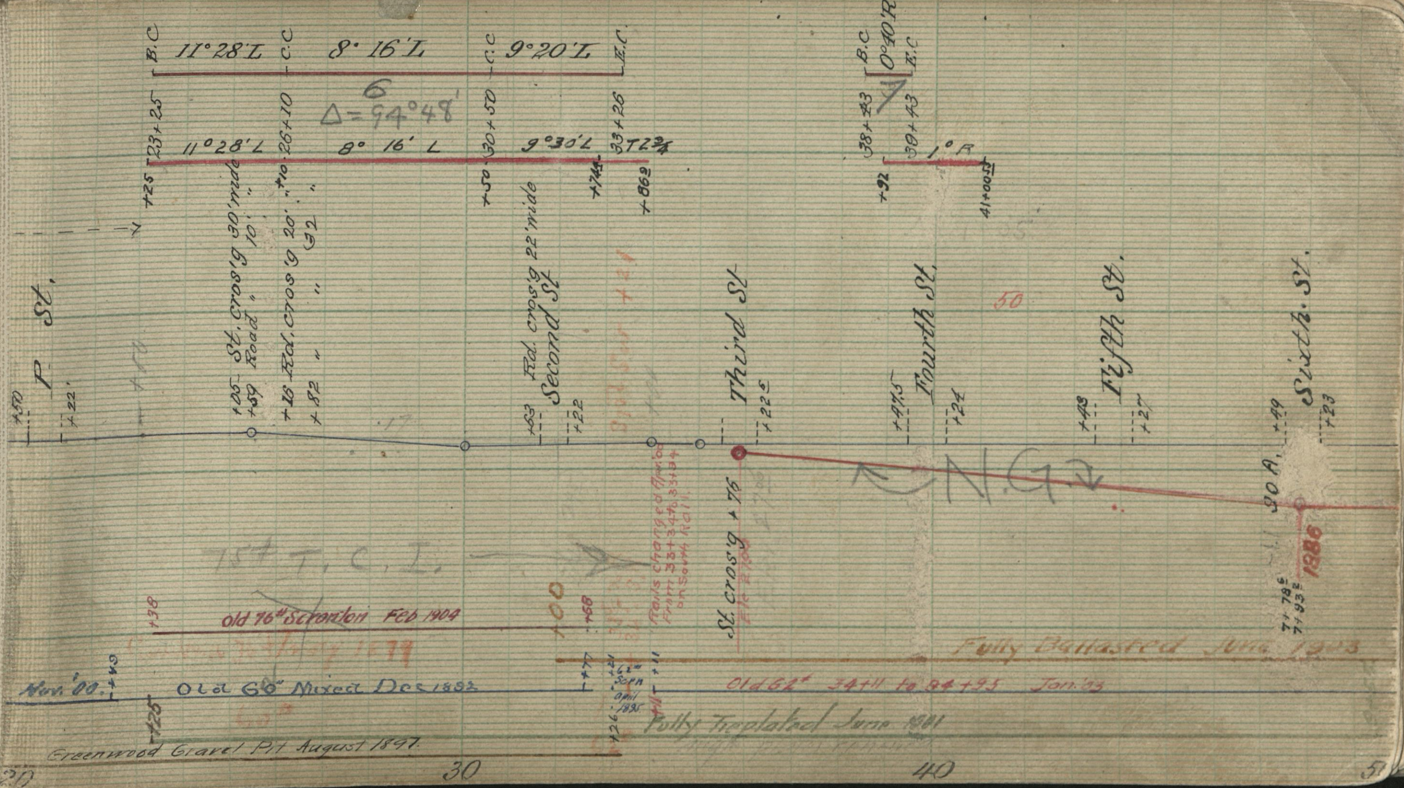
[illegible]

RT
1098

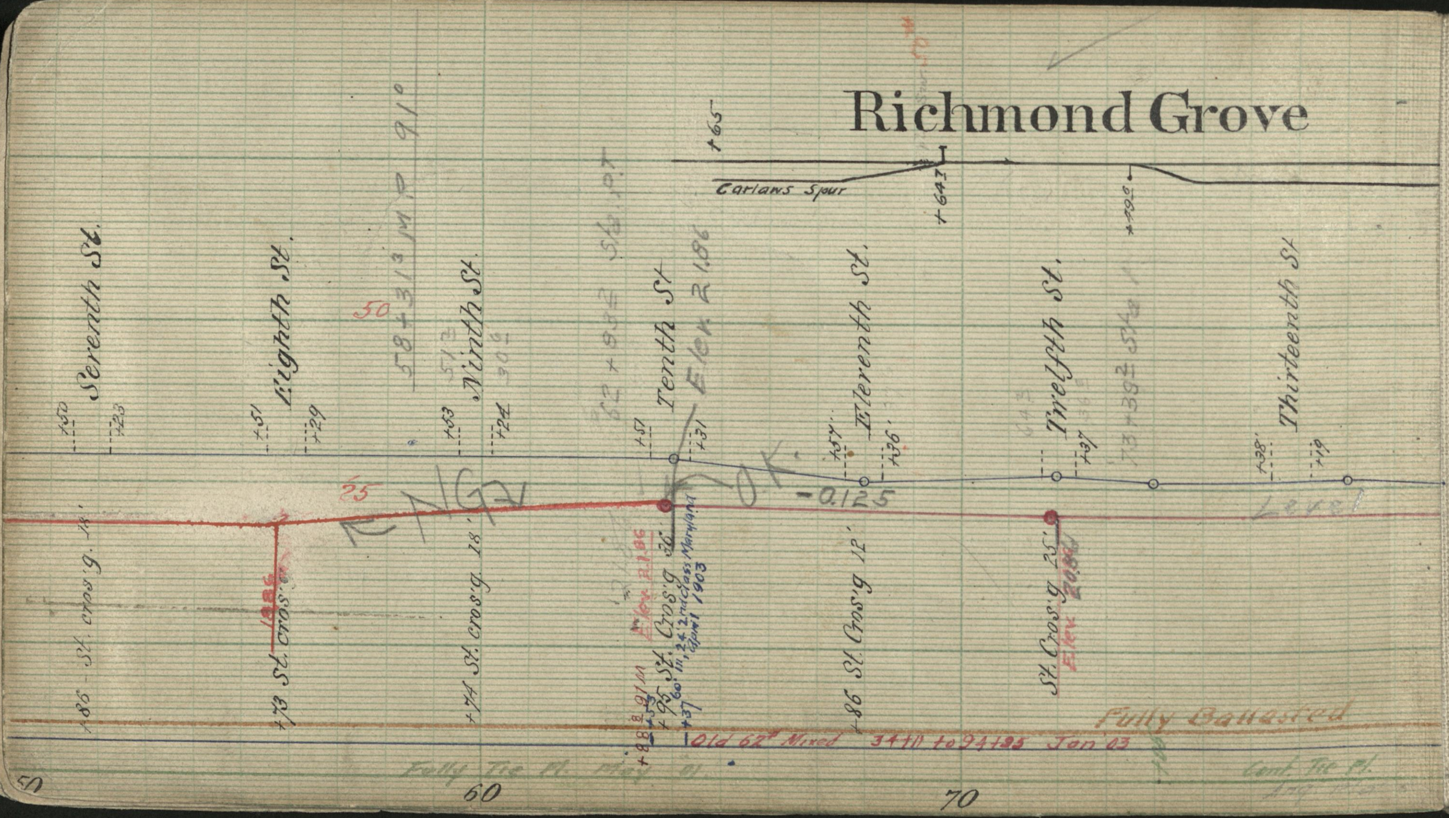
microfilmed

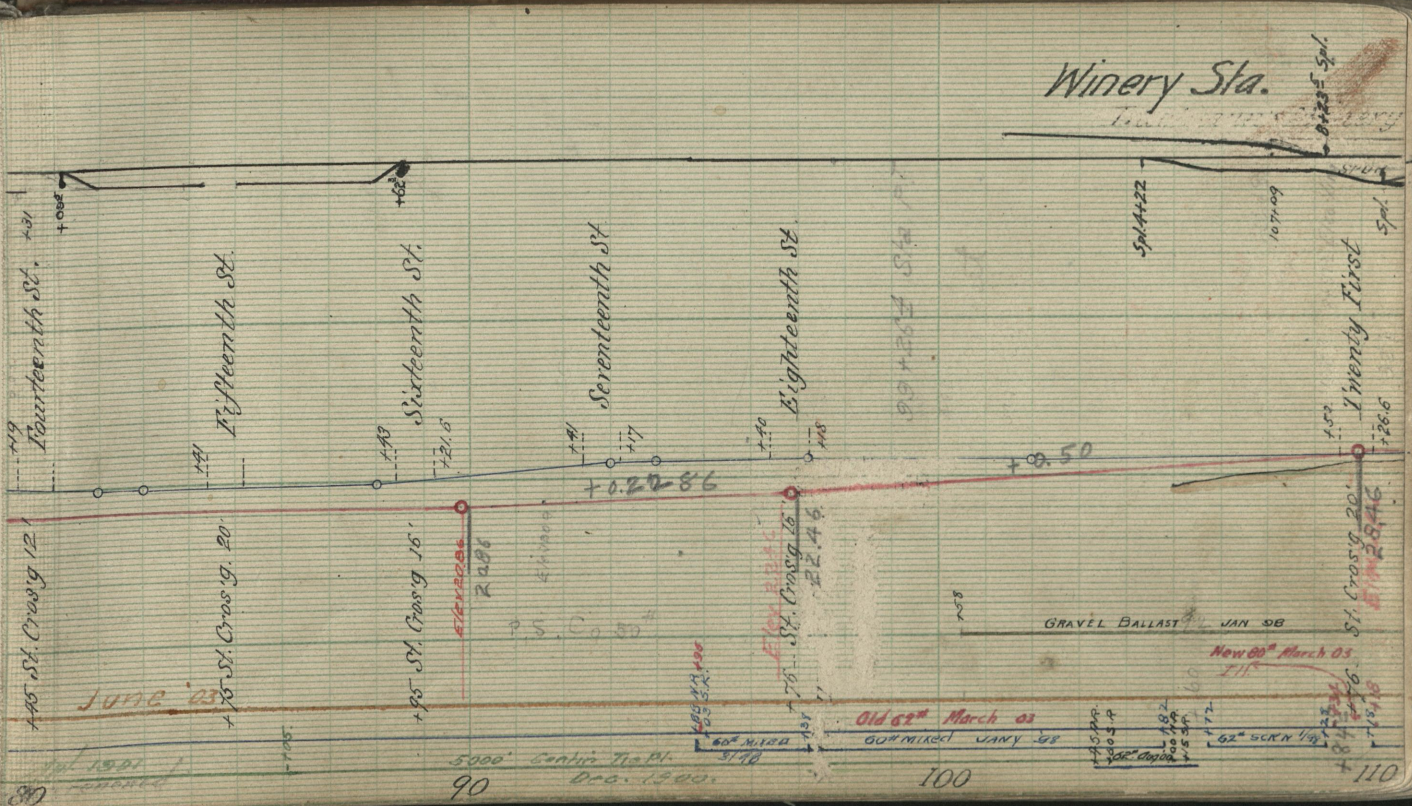


The Datum is Mean Low Water in San Francisco Bay
Sacramento
Front St
B.C.
1°10.8' R
E.C.
12+78
17+54
K St.
0+03.8
L St.
+42
M. St.
+64
N St.
+83
O St.
+28
+08
25
Sacramento & Placerville R.R.
The grade line shows rail-base
8
7
+65
62 lb.
6"x8" box
Street crossg.
Ballasted with Gravel from
0
10



B.C 11°28'L C.C 8° 16'L C.C 9°20'L E.C
23+25 26+10 30+50 33+26
Δ=94°48'
11°28'L 8° 16' L 9°30'L
B.C 0°40'R E.C
38+43 39+43
1° R
41+00
P St.
St. Cros'g 30' wide
Road 10'
Rd. Cros'g 20'
Rd. cros'g 22' wide
Second St
Third St
Fourth St
Fifth St.
Sixth St.
50
St. Cros'g +75
N.G.
20 A.
1886
Old 76# Scranton Feb 1904
Nov. '00
Old 60# Mixed Dec 1892
Old 52# 34+11 to 34+95 Jan. '93
Fully Ballasted June 1903
Greenwood Gravel Pit August 1897
20
30
40
50


Richmond Grove
Carlaws Spur
Seventh St.
Eighth St.
Ninth St.
Tenth St.
Eleventh St.
Twelfth St.
Thirteenth St.
St. Cros'g 18'
St. Cros'g 18'
St. Cros'g 36'
St. Cros'g 12'
St. Cros'g 25'
Elev. 21.86
-0.125
Level
O.K.
Fully Ballasted
Fully Tie Pl. May 01.
Cent. Tie Pl.
50
60
70

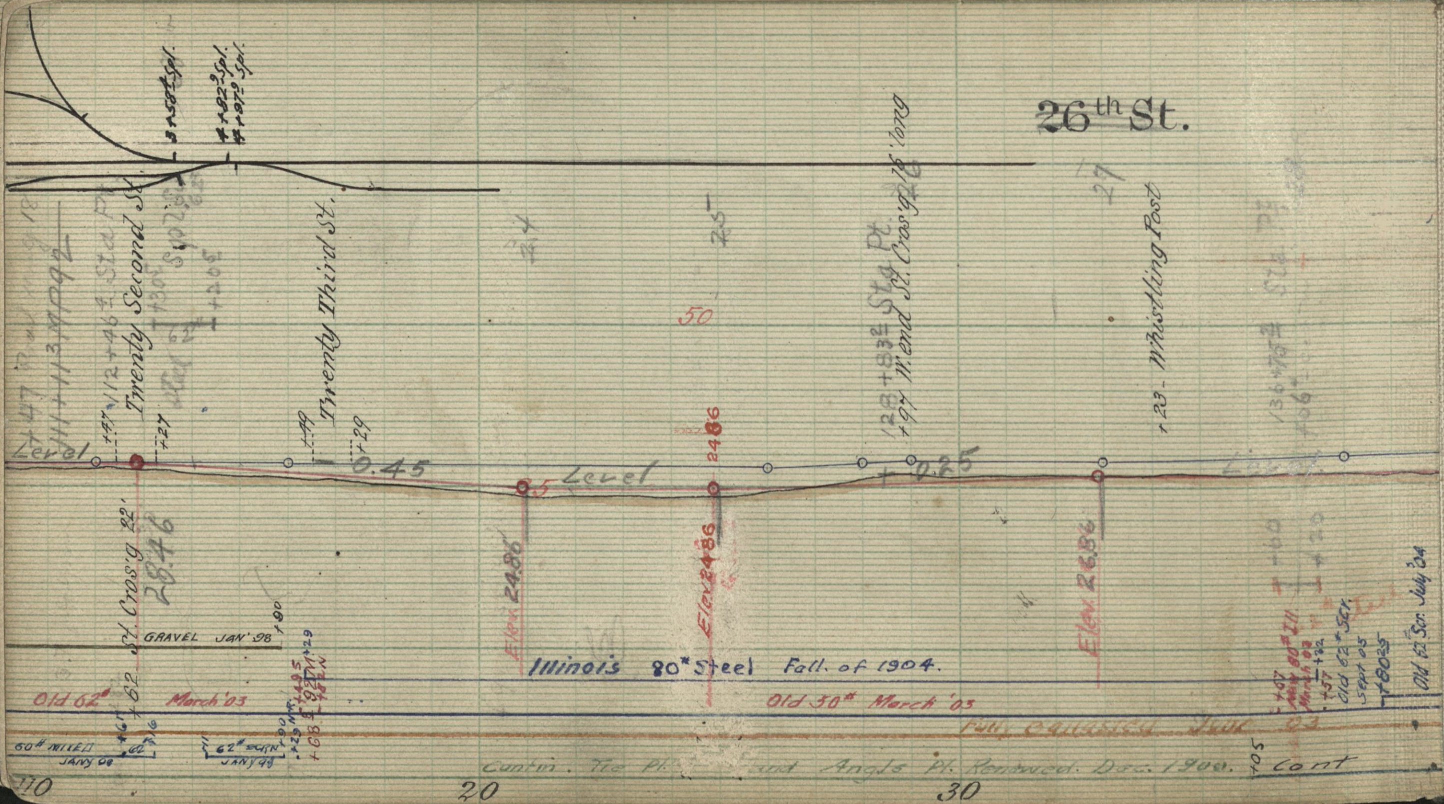

Winery Sta.
Fourteenth St.
Fifteenth St.
Sixteenth St.
Seventeenth St.
Eighteenth St.
Twenty First
+45 St. Cros'g 12'
+75 St. Cros'g. 20'
+95 St. Cros'g 16'
+76 St. Cros'g 16'
St. Cros'g 20'
+0.2286
+0.50
Spl. A+22
107+09
GRAVEL BALLAST JAN 98
New 80# March 03
Old 62# March 03
60# Mixed JANY 98
June 03
5000' Centre Tie Pl.
Dec. 1900.
80
90
100
110

20th + R – Off — 20.8

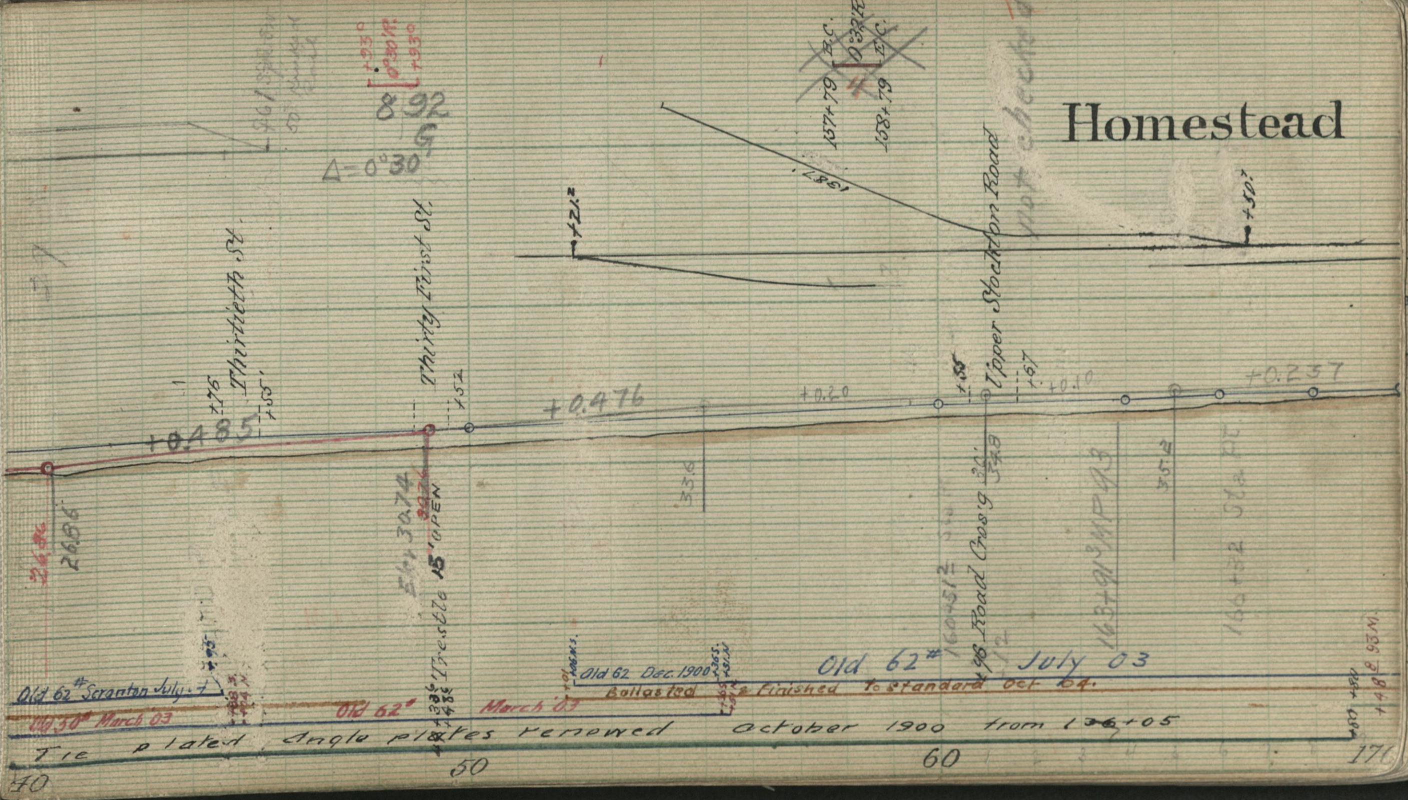
21 + R – Off — 24.1 – act 24.9

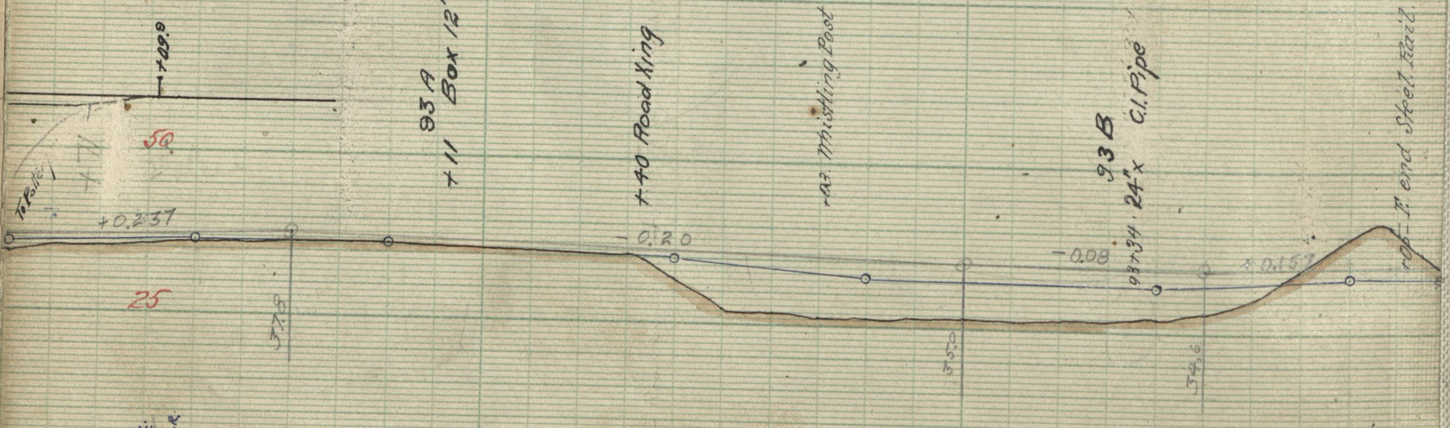
22 + R – Off — 24.1

+ .35
.286
-.064



26th St.
Twenty Second St.
Twenty Third St.
W. end St. Cros'g 16' long
+23 - Whistling Post
Level
0.45
Level
0.25
St. Cros'g 22'
Elev. 24.86
Elev. 24.86
Elev. 26.86
GRAVEL JAN '98
Illinois 80# Steel Fall. of 1904.
Old 62# March '03
Old 50# March '03
Contin. Tie Pl. and Angle Pl. Removed. Dec. 1909.
Cont
60# MIXED JAN'Y 98
62# SCRN JAN'Y 98
Old 62 Scr. July '04
10
20
30


Homestead
Thirtieth St.
Thirty First St.
Upper Stockton Road
+0.485
+0.476
+0.20
+0.10
+0.237
Δ=0°30'
8.92
157+79 B.C.
158+79 E.C.
0°32'R.
+21.±
+50.±
26.86
El. 30.74
Trestle 15' OPEN
33.6
35.2
160+51± Road Cros'g 34'
163+91 3/4 MP 43
Old 62# Scranton July 7
Old 50# March 03
Old 62# March 03
Old 62 Dec. 1900
Ballasted & Finished to standard Oct 04.
Old 62# July 03
Tie plated Angle plates renewed October 1900 from 136+05
Old 62# Scr. July 3d
40
50
60
170



Old 62 July '03 +373.9 N.R. 725 +399.5 S.R. Illinois 80# Steel Fall of 1904

From 168+80 to 198+80 Continuously Tieplated run to broken joints angle plates renewed Dec 99

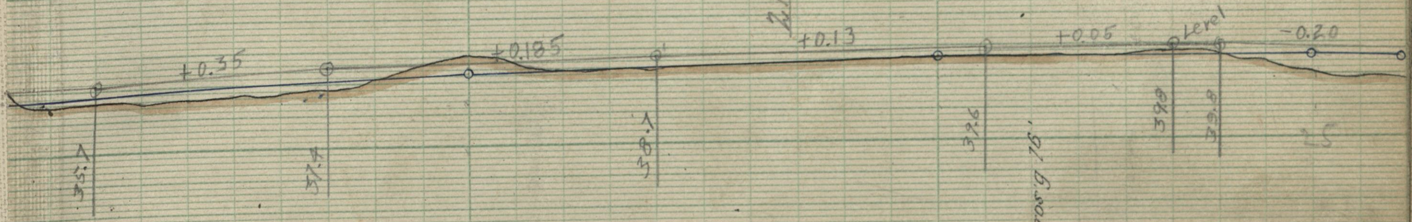
Ballasted & Finished to Stand

+80

Stake

170 80 90

216+71 MP 94



℄ end cros'g 75'

50# Steel laid about 1878 94

80# Steel Laid Fall 1904 Illinois

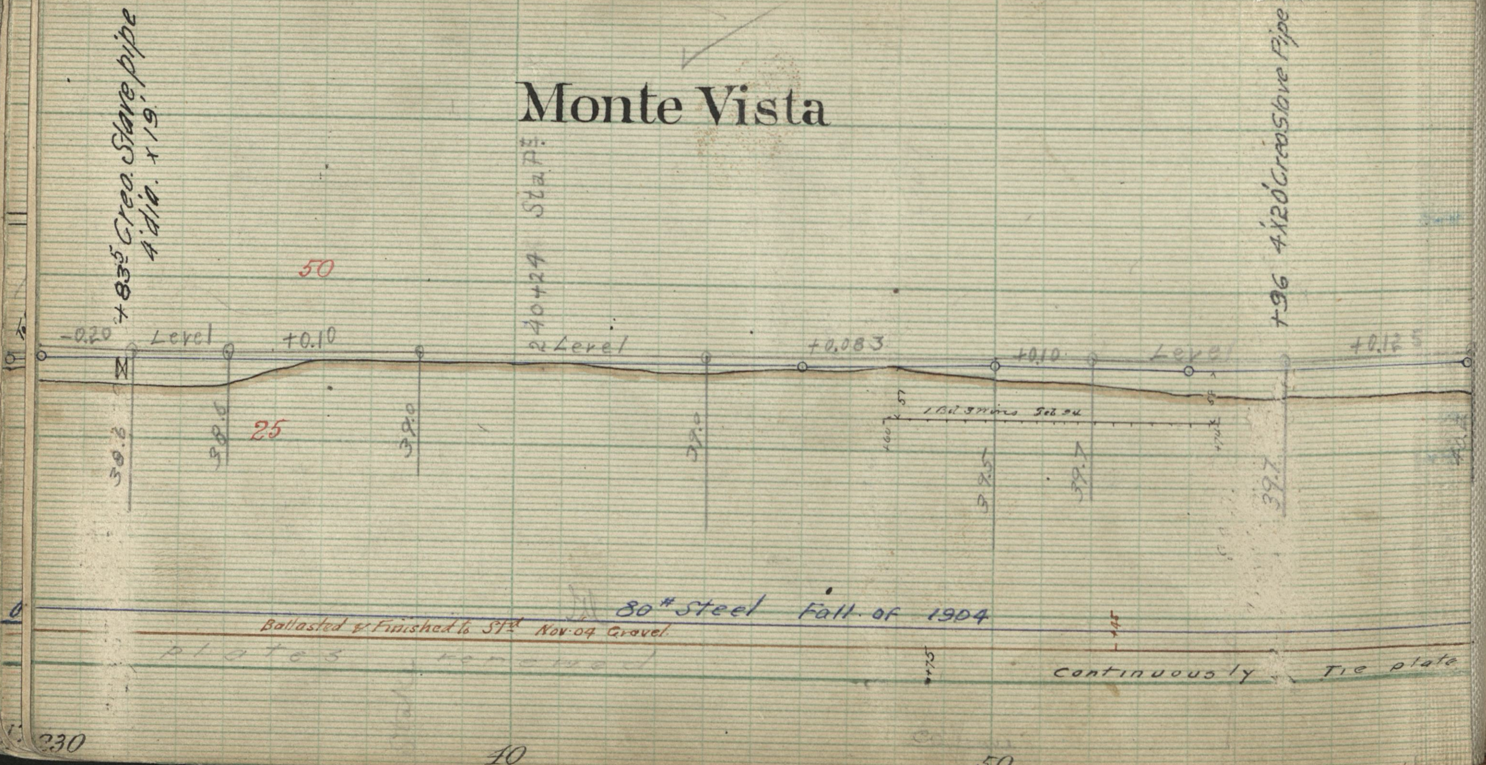
Nov. 04 - Gravel.

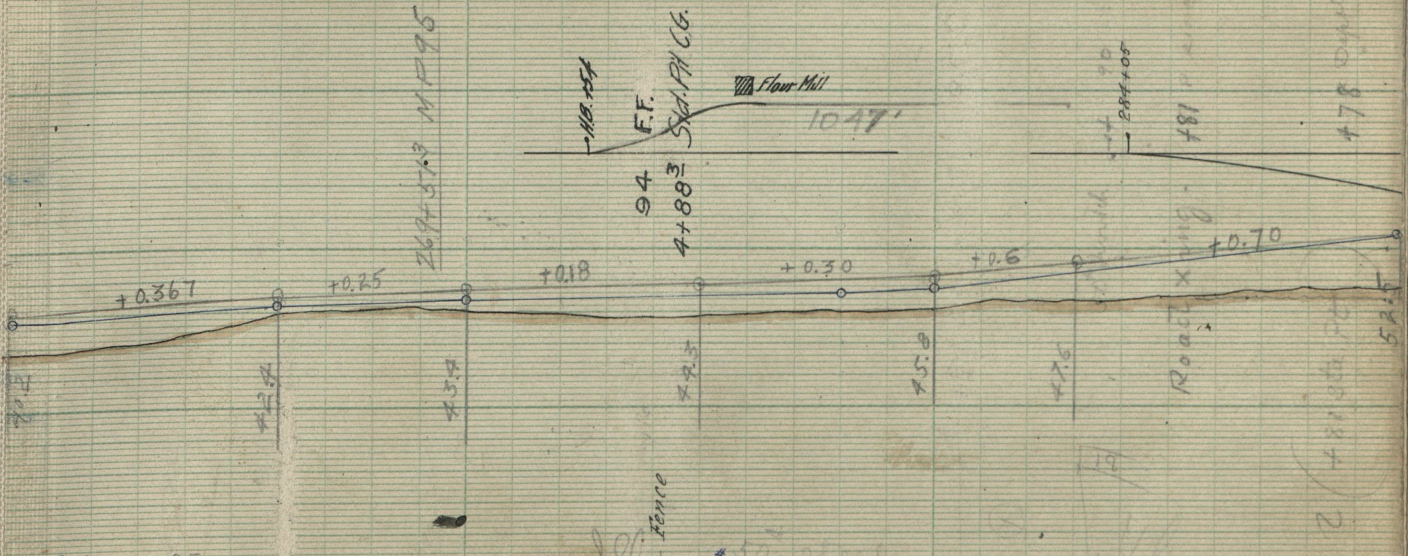
Continuously Tie plated Oct 9 09

+28.8
94 M

200 10 20 30

Monte Vista


+83.5 Creo. Stave pipe
4' dia. x 19'
240+24 Sta. P.E.
+96 4'x20' Creo. Stave Pipe
50
-0.20
Level
+0.10
Level
+0.083
+0.10
Level
+0.125
25
80# Steel Fall of 1904
Ballasted & Finished to Std. Nov. 04 Gravel
Continuously Tie plate
230
40
50



Illinois 95

80# Steel Fall of 1904

Ballasted & Finished to Std Dec. '04.

d e run to broken joint Sep 99 +75 Continuously Tie plated Aug 99 Run to Broken Joints

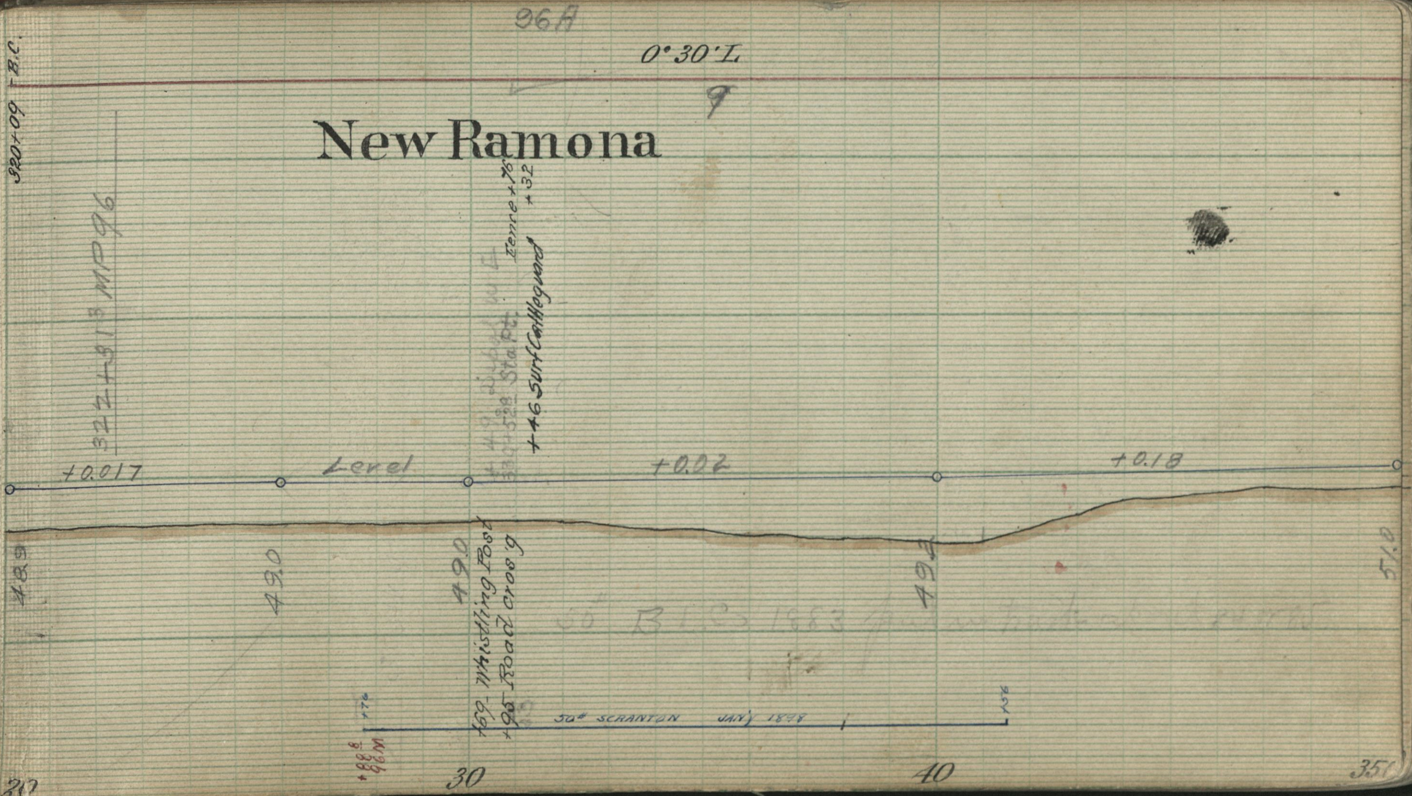
[illegible] plates renewed

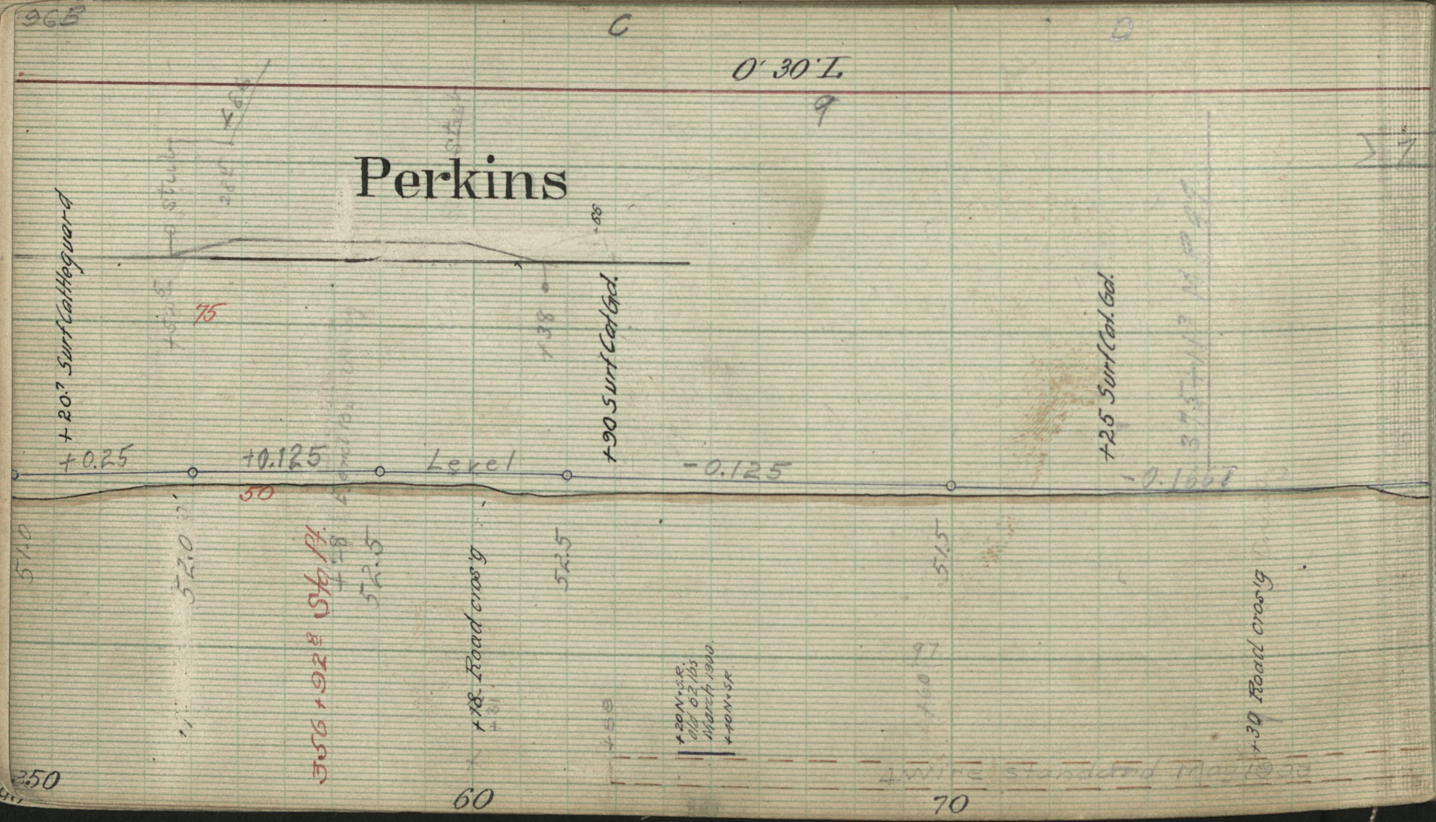
60 70 80 291

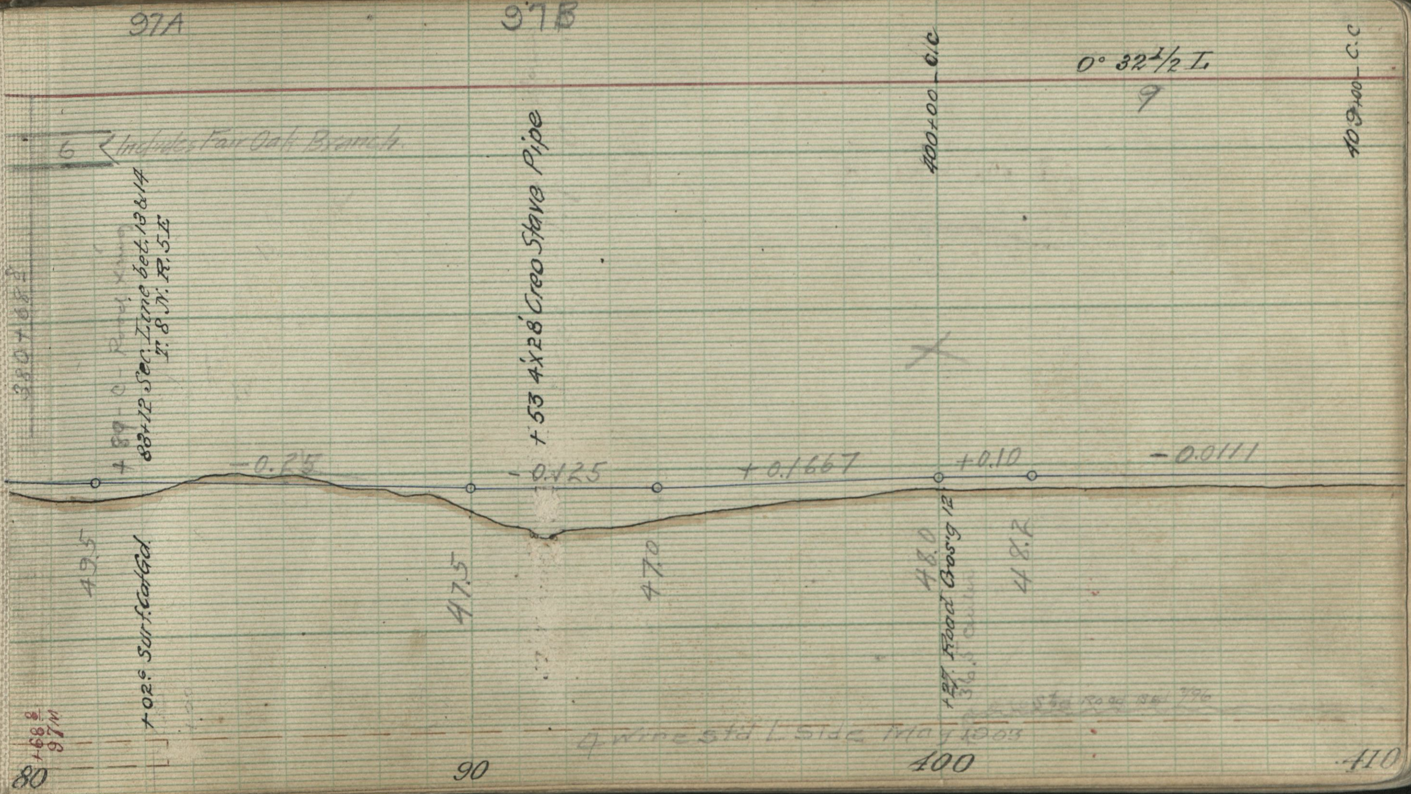
46,95
1,23
45,72

Brighton

294+49
+84 Road Xing
+72
W.P.R.R
To Stockton
75
+0.551
-4.573
-1.20
-0.50
Level
+0.93
50
+34 Whistling Post
+76 Fence
Cross g. W.P.R.R.
54.0
52.5
297+78±
50.1
48.1
48.1
48.9
72-
Fall of
80# Steel 1904
Illinois
+665
290
300
10


96A
0°30' L.
9
New Ramona
320+09 B.C.
322+91.8 MP 96
+46 Surf Cattleguard
+32
+0.017
Level
+0.02
+0.18
48.9
49.0
49.0
49.2
51.0
+69 Whistling Post
+95 Road Cross'g
50# SCRANTON JAN'Y 1898
20
30
40
350


965
C
D
0° 30' L
9
Perkins
+20.7 Surf Cattleguard
+90 Surf Cat Gd.
+25 Surf Cat. Gd.
+0.25
+0.125
Level
-0.125
-0.1667
75
50
51.0
52.0
52.5
52.5
51.5
356+92.8 576 ft.
+78 Road cros'g
+30 Road cros'g
+20 N.S.R.
March 1900
+40 N.S.R.
4 wire standard May 1900
350
60
70


97A
97B
0° 32½ L
9
400+00 – C.C
409+00 – C.C
6 < Includes Fair Oak Branch
88+12 Sec. Line bet. 13 & 14 T. 8 N. R. 5 E
+53 4'x28' Creo Stave Pipe
-0.25
-0.125
+0.1667
+0.10
-0.0111
49.5
47.5
47.0
48.0
48.2
+02.6 Surf. Cat. Gd.
+25 Road Cros'g 12
4 wire std L side May 1903
80
90
400
410

Freeport Junction

T.21.0 — C.C. — T.28.0 — C.C. — T.40.0 — C.C. — T.28.0 — T.C.

414+00 — 418+00 — 423+00 — 426+00

+30 Fence
+78 Road

418+59± Sta. Pt.

15+08, 2½' x 4' x 20' BOX

427+91.3 M.P. 98

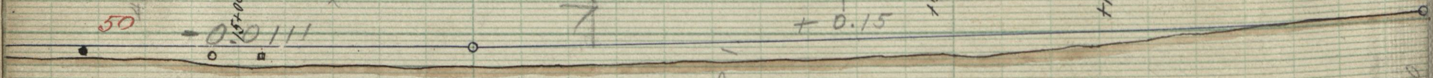
+0.15

+64 Private Rd. Cros'g 13'

+17± Surf. Cat. Gd.

50

−0.0111



14+67 Culvert 2' Dia.

480

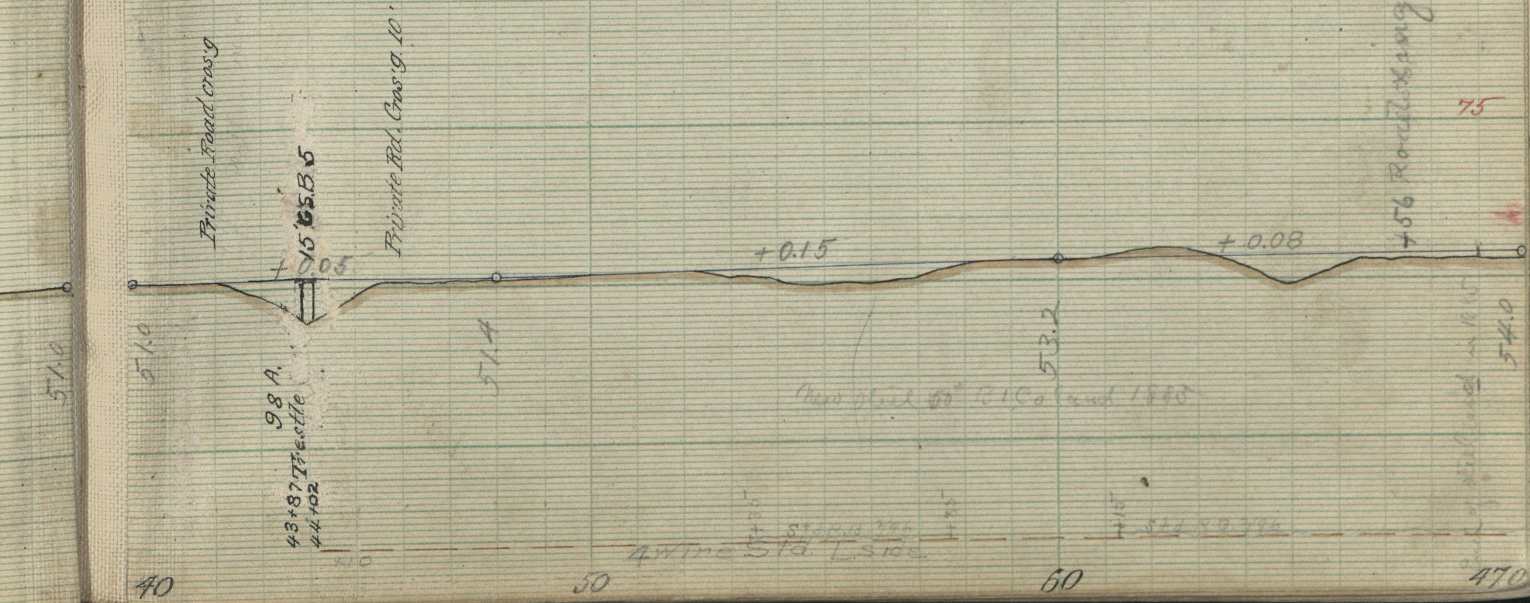
+48½ 98 M

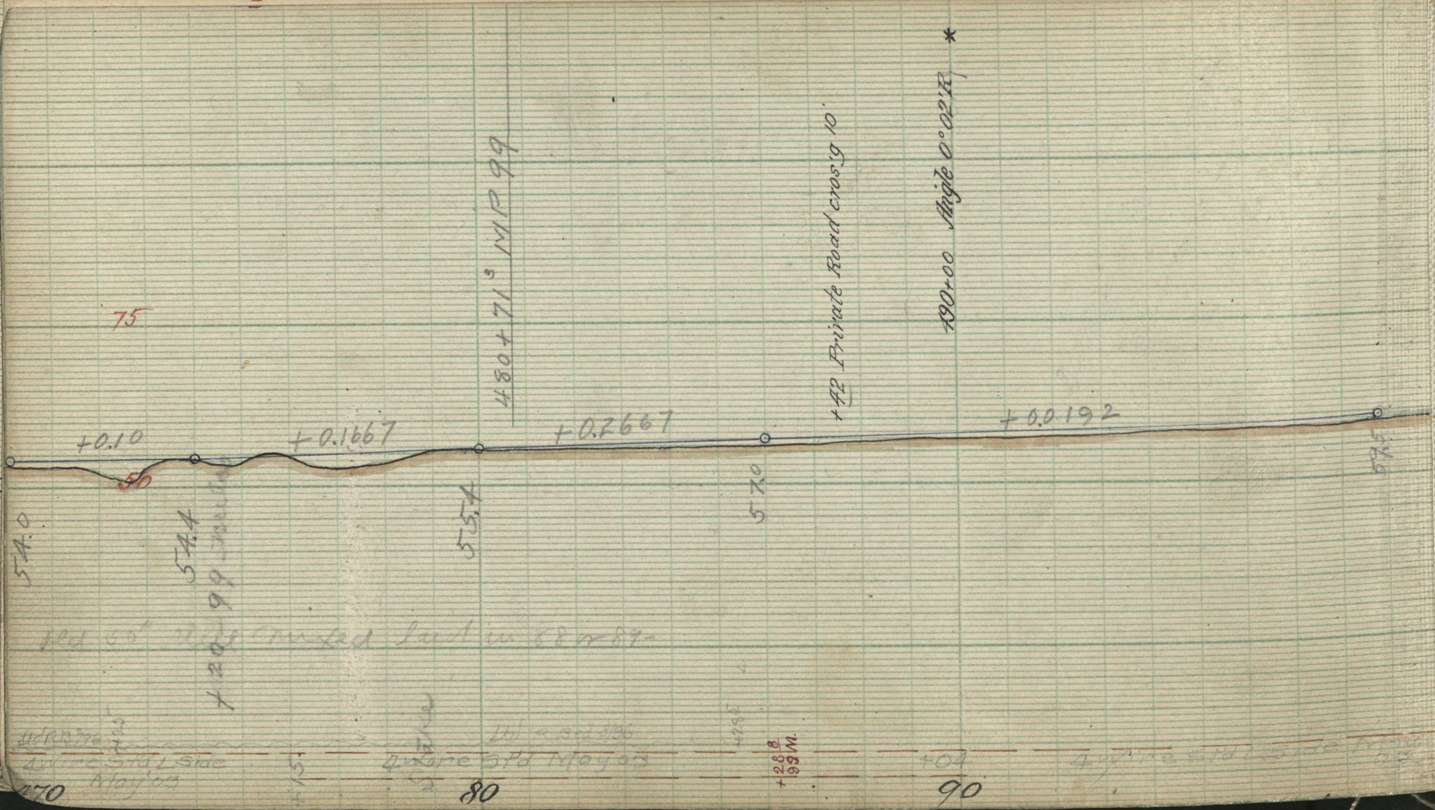
410 — 20 — 30

98
A

+77'

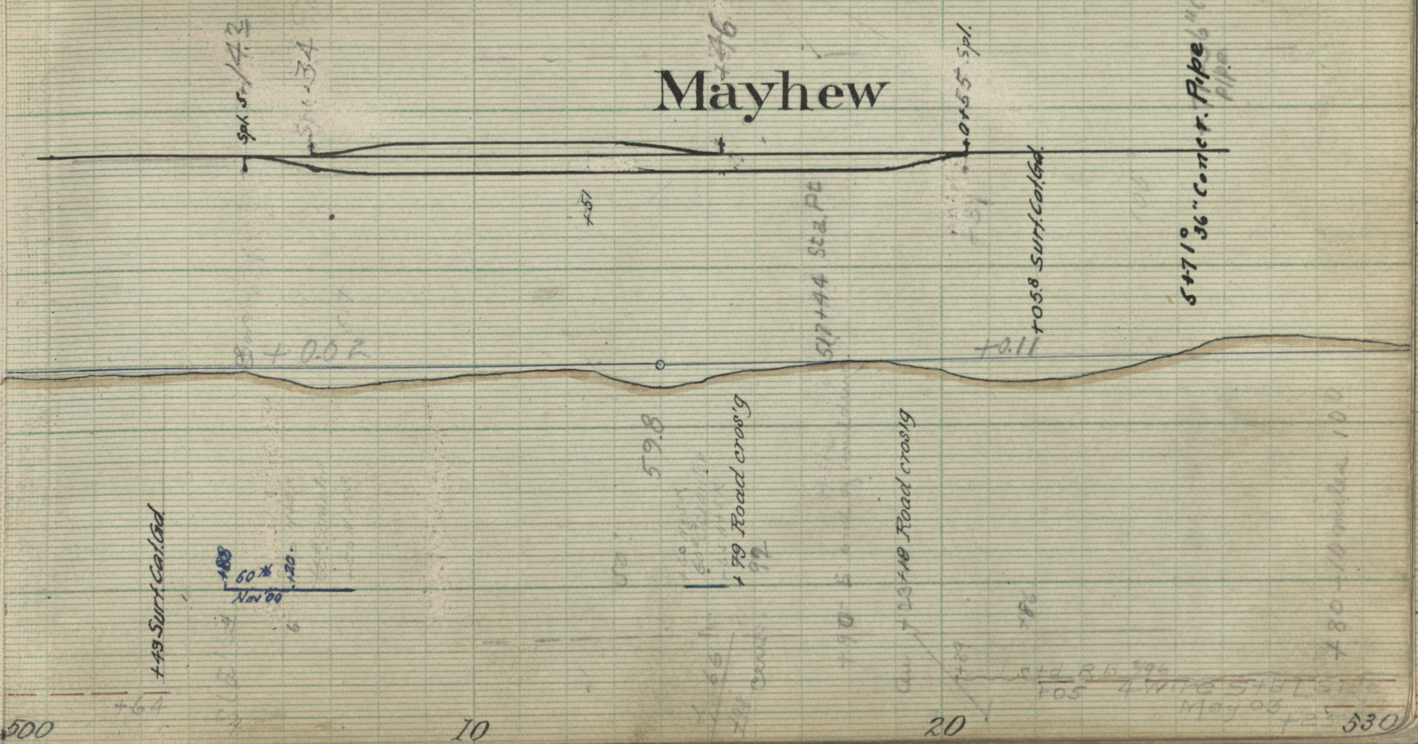
Manlove

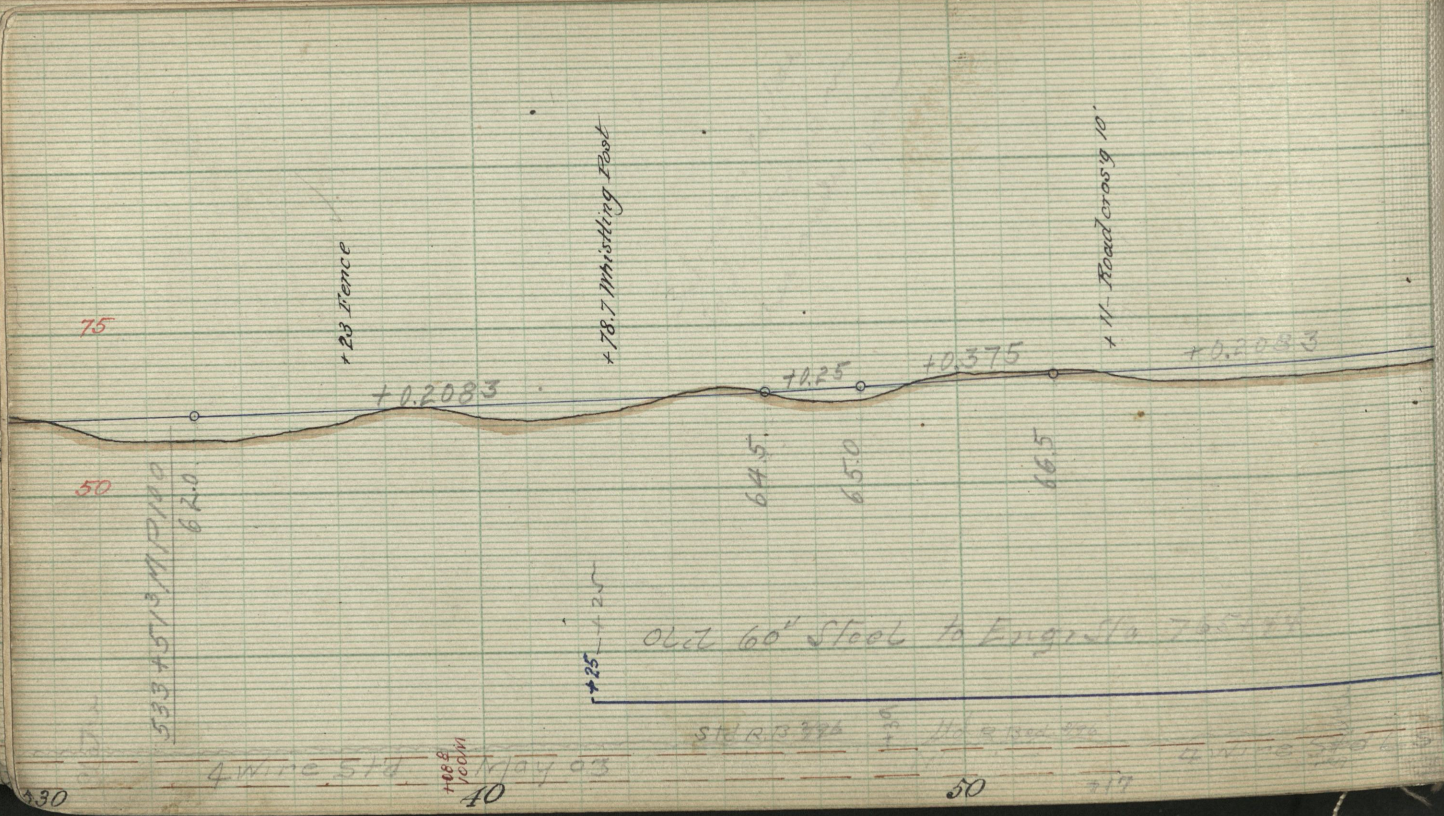




480+71³ MP 99
+42 Private Road crossig 10'
490+00 Angle 0°02'R
75
+0.10
+0.1667
+0.7667
+0.0192
50
54.0
54.4
55.4
57.0
+20.99
4 wire Std side May 05
4 wire Std May 05
+28.8 99 M.
+04
470
80
90

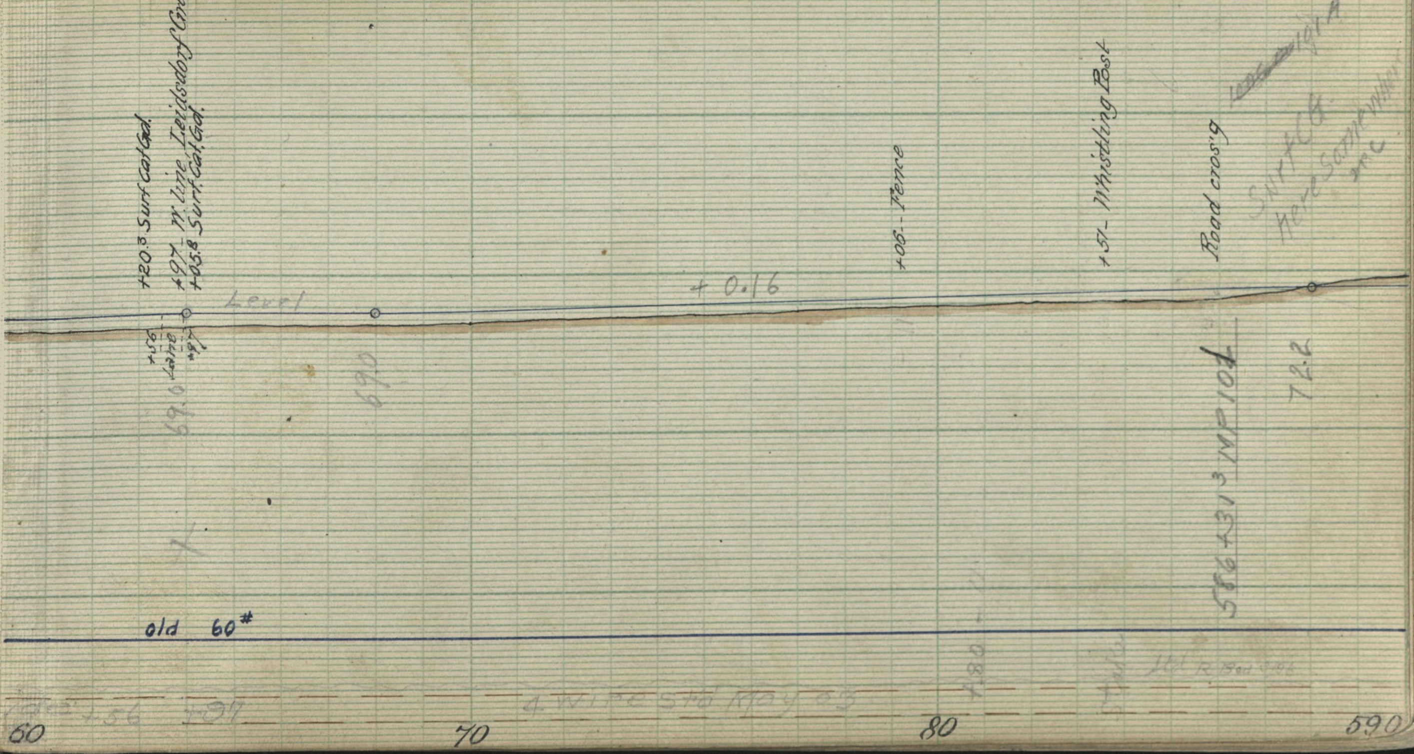
99A B


Mayhew
Spl. Sw. 42
Sw. 34
+76
+01.55 Spl.
+51
+05.8 Surf. Cat. Gd.
54+71° 36" Conc. Pipe
8 + 0.02
SW +44 Std. P.E.
+0.11
59.8
+79 Road cros'g
+23+10 Road cros'g
+49 Surf. Cat. Gd.
+88 60* +20 Nov '00
500
10
20
530

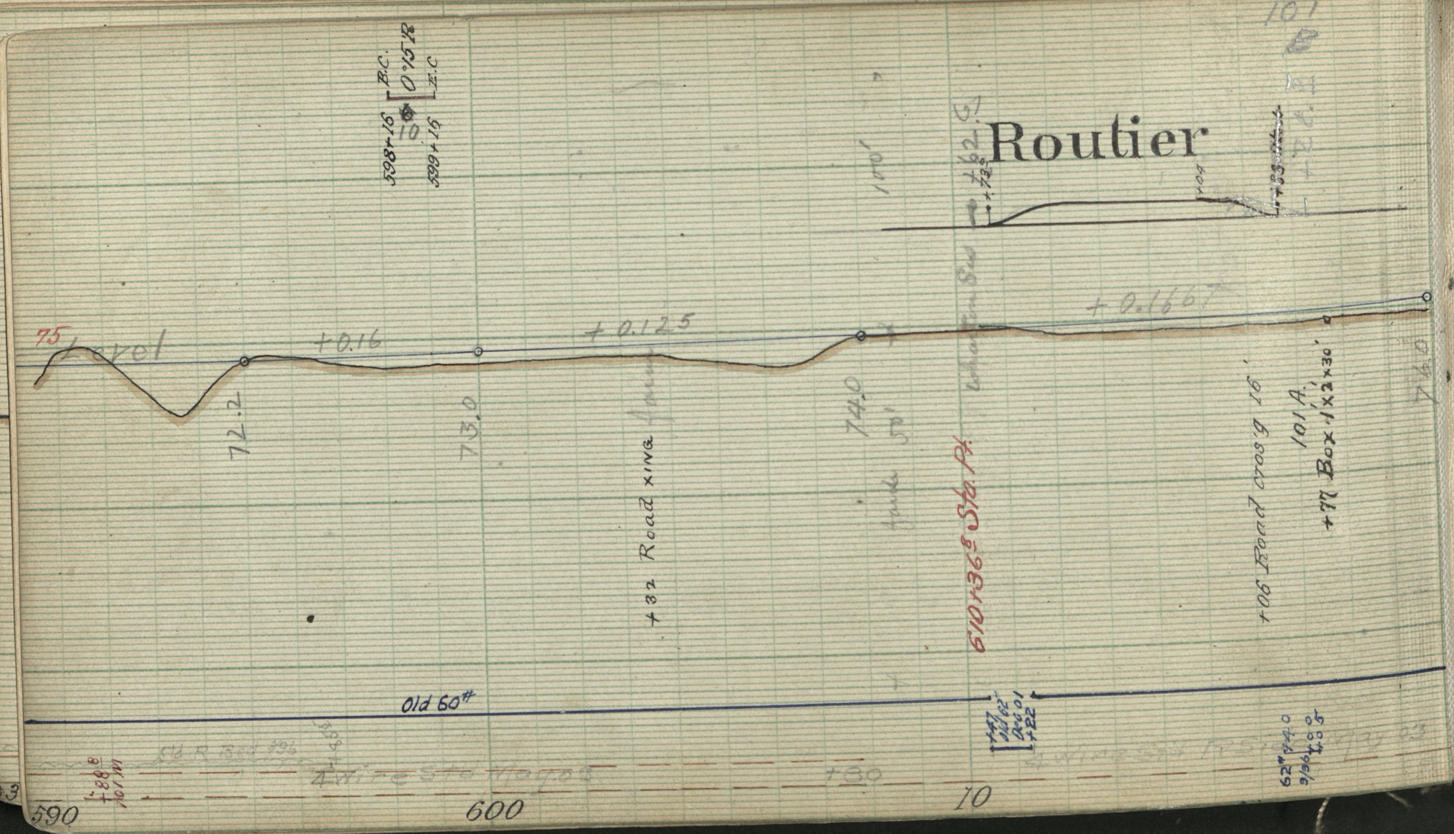


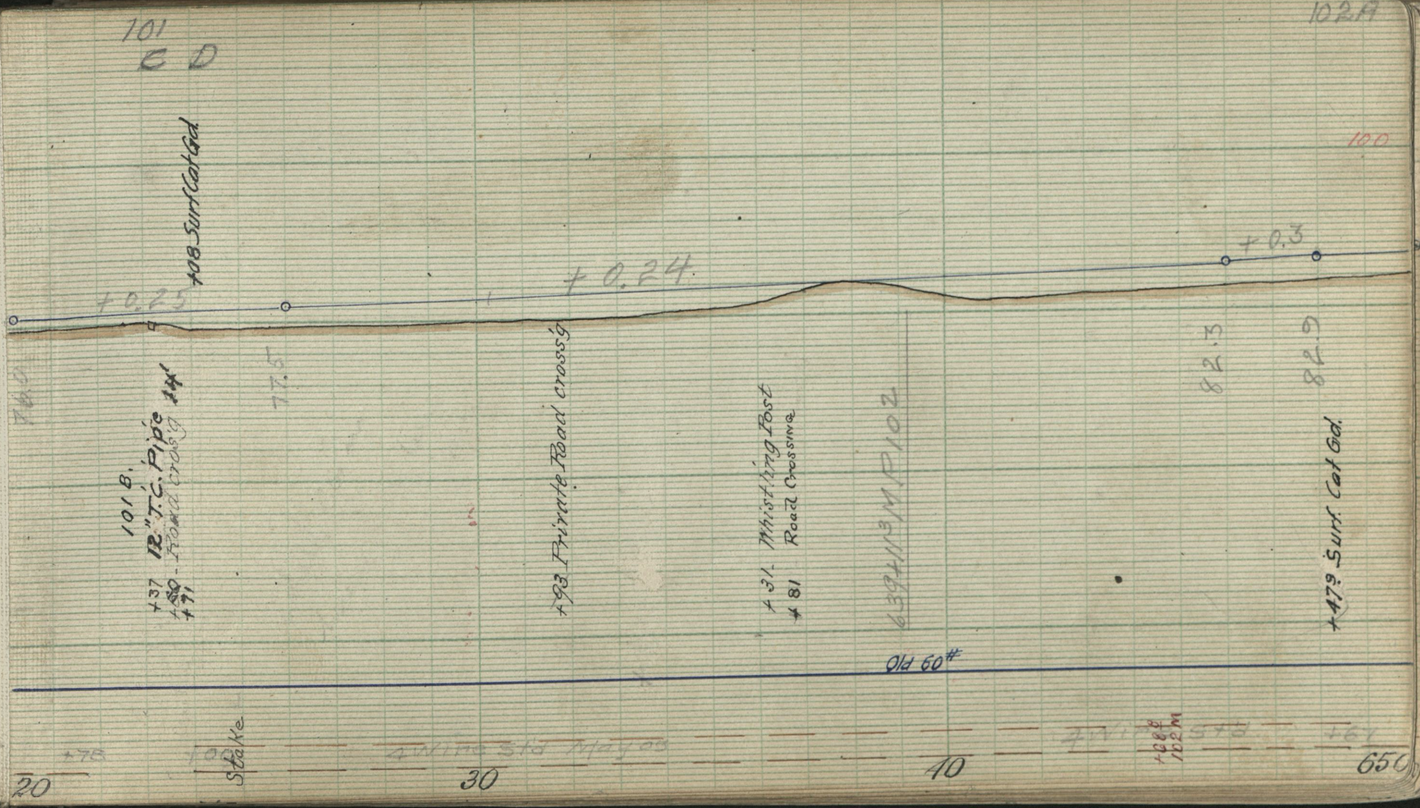
75
50
+23 Fence
+78.7 Whistling Post
+11- Road cros'g 10'
+0.2083
+0.25
+0.375
+0.2083
62.0
64.5
65.0
66.5
+25
+25
Old 60' Steel to Eng. Sta
4 Wire Std
May 03
4 Wire Std
+30
40
50
60

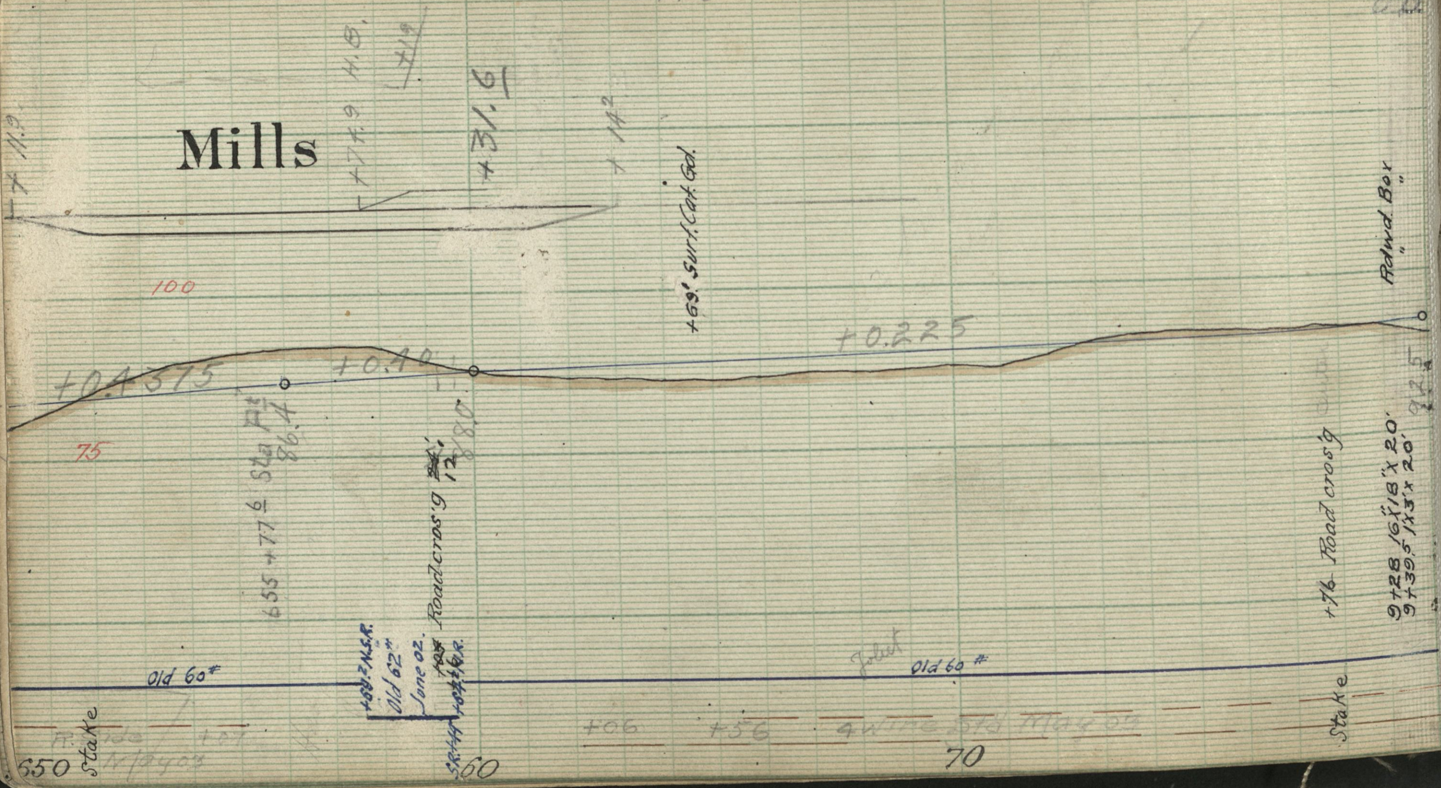
100A B

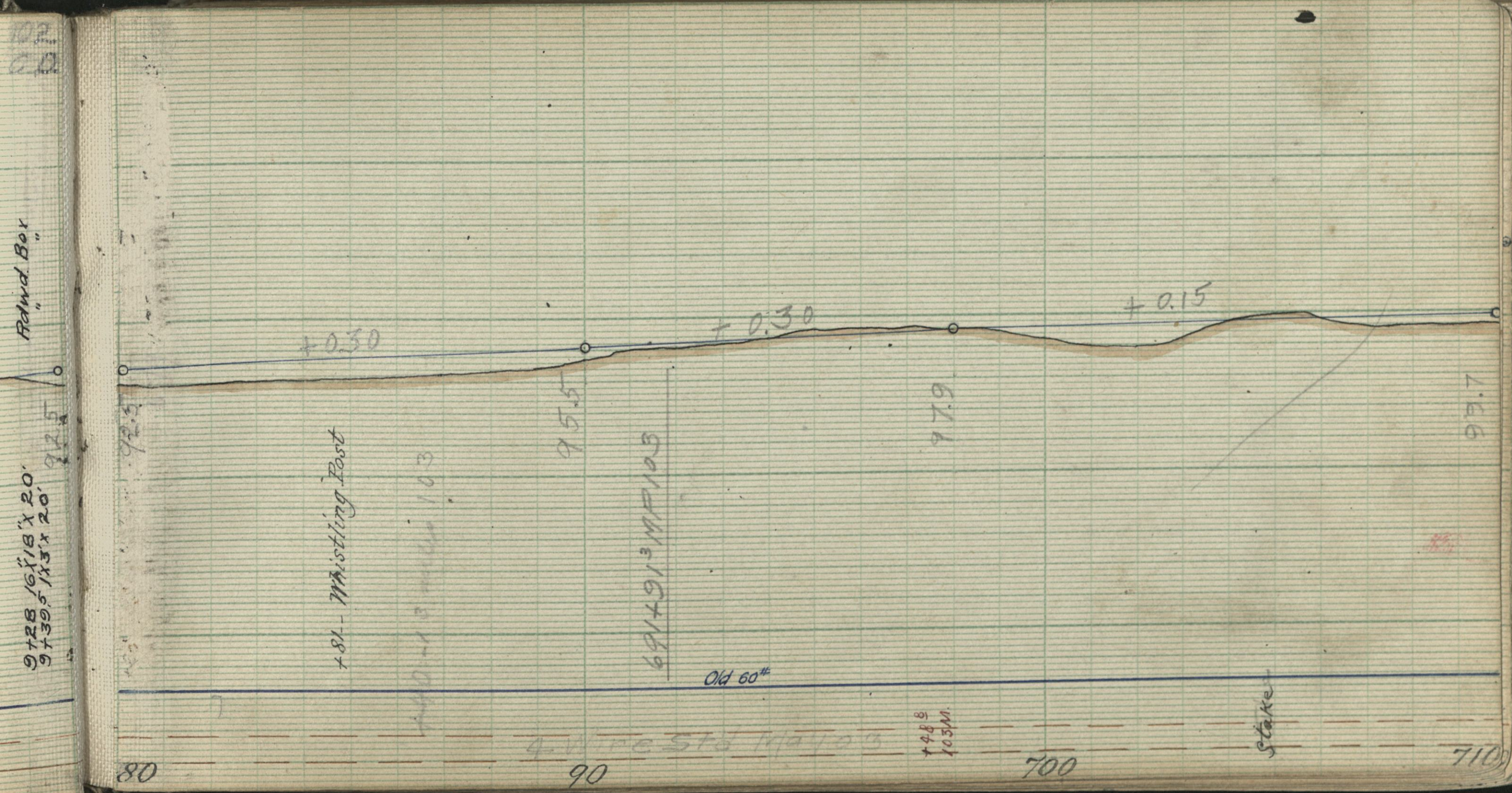


+20.3 Surf Cat Gd.
+97 - W. line Leidsdorf Grant
+05.8 Surf. Cat. Gd.
+06 - Fence
+51 - Whistling Post
Road cros'g
Level
+ 0.16
+56 Lane +97
69.0
69.0
586+31.3 MP 101
72.2
old 60#
60
70
80
590

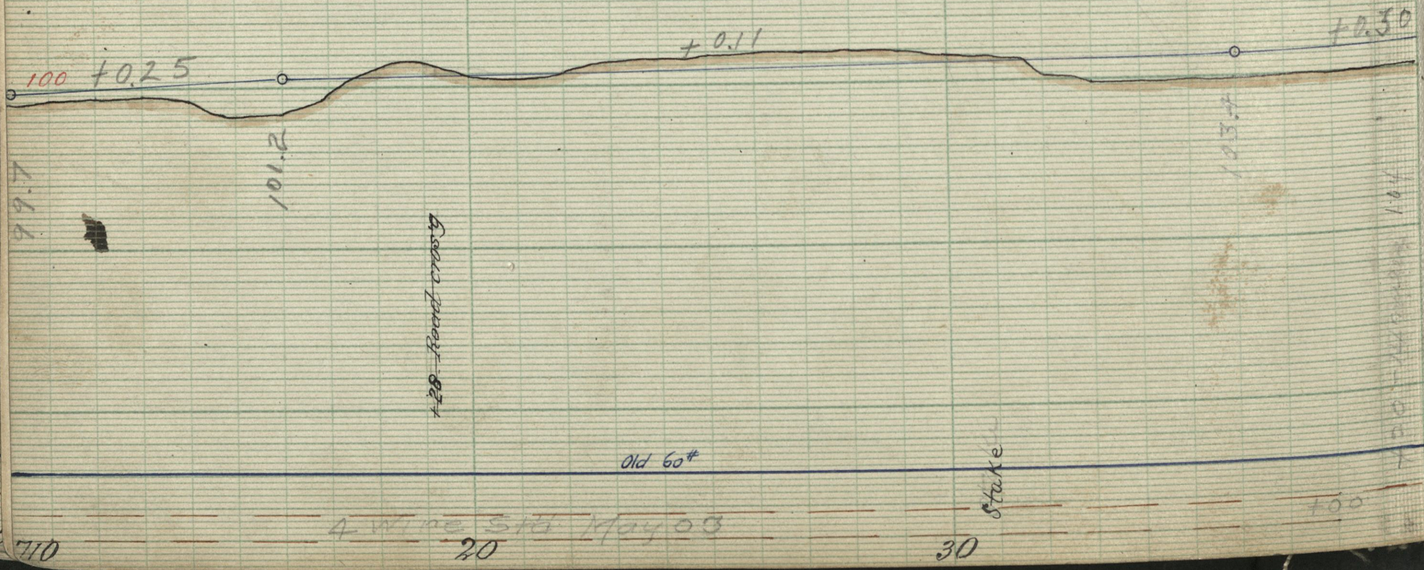

101
Routier
B.C.
0°15' R
E.C
598+16
10
599+16
100'
75
Level
+0.16
+0.125
+0.1667
72.2
73.0
74.0
+32 Road xing
610+36.8 Sta. Pt.
+06 Road cros'g 16'
101 A.
+77 Box 1'x2'x30'
Old 60#
+80
590
600
10

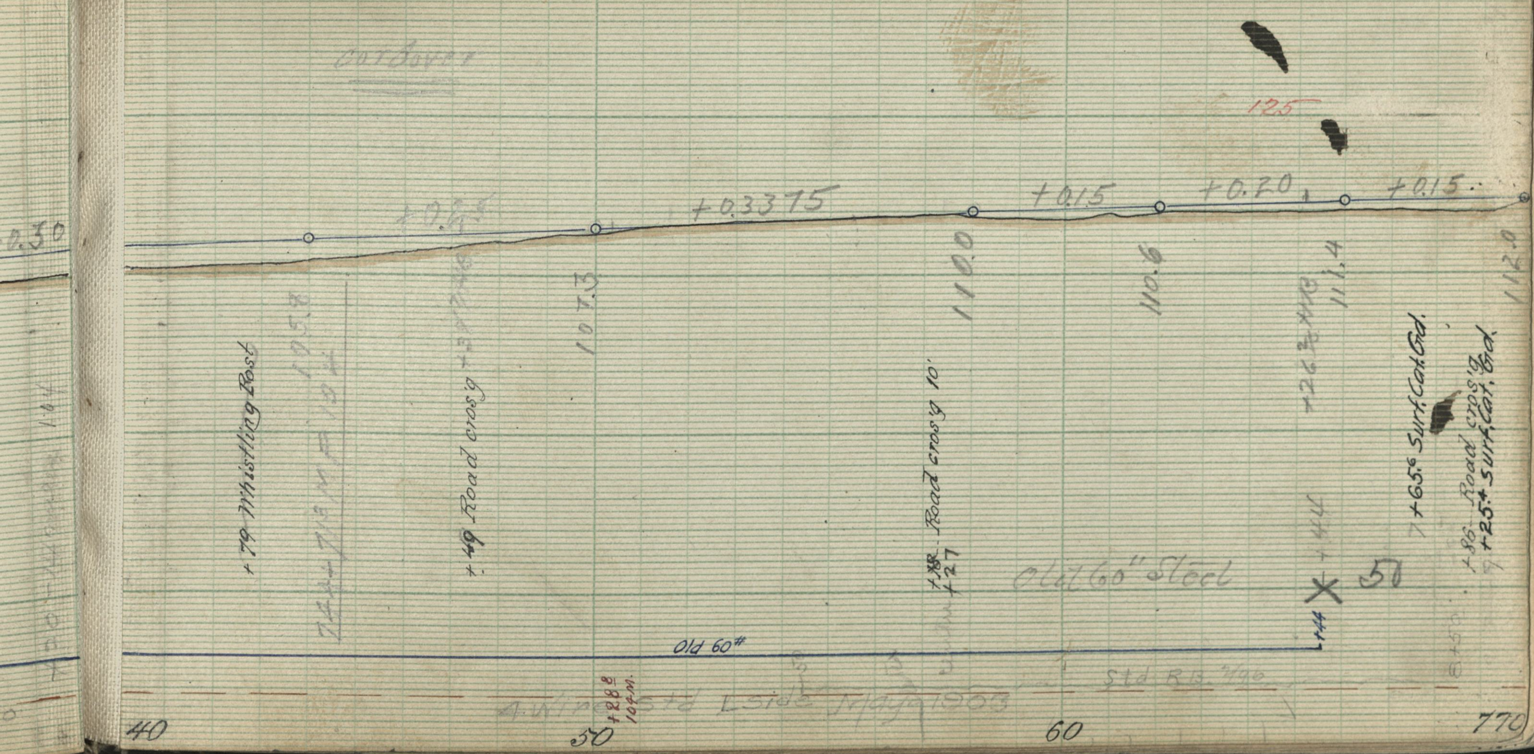

101
C D
102A
100
+0.25
+0.24
+0.3
+08 Surf Cat Gd.
76.0
77.5
82.3
82.9
101 B.
+37 12" T.C. Pipe 14'
+50 Road cross'g
+71
+93 Private Road cross'g
+31 Whistling Post
+81 Road Crossing
639+11.3 M P 102
+47.9 Surf. Cat Gd.
Old 60#
+75
100
Stake
4 Wire Std May 09
+68.8
102 M
+67
20
30
40
650


Mills
+31.6
100
75
+0.4375
+0.40
+0.225
+69' Surf. Cat. Gd.
Rdwd. Box
655+77 ±
86.4
Road cros'g
+16 Road cros'g
9+28 16"x18"x20'
9+39.5 1'x3'x20'
Old 60#
Old 62#
June 02
Old 60#
Joliet
Stake
650
60
70
Stake



Rdwd. Box
"
9+28 16"x18"x20'
9+39.5 1'x3'x20'
92.5
92.5
+0.30
+81- Whistling Post
95.5
+0.30
69+91³ MP 103
97.9
+0.15
99.7
Old 60#
+48.8
103M.
Stake
80
90
700
710


100
+0.25
+0.11
+0.50
99.7
101.2
103.4
+20 Road cross'g
Old 60#
Stake
710
20
30

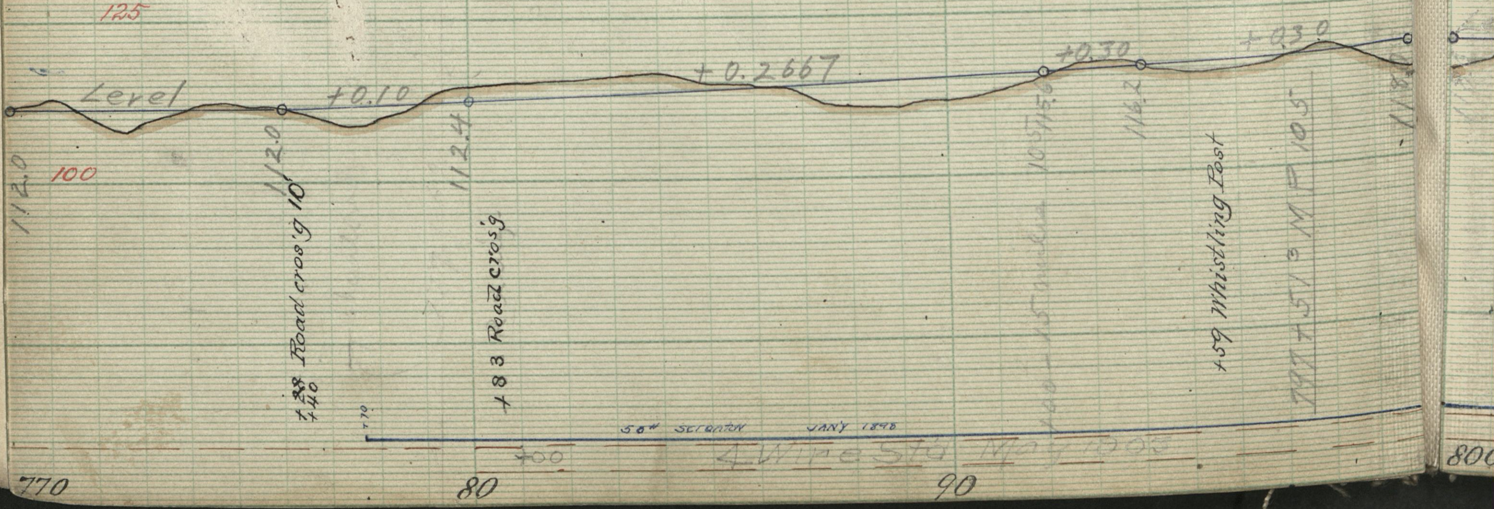

car over
125
+0.50
+0.3375
+0.15
+0.70
+0.15
105.8
107.3
110.0
110.6
111.4
112.0
+79 Whistling Post
+49 Road cros'g
+27 Road cros'g 10'
+44
+65± Surf. Cat. Gd.
+86 Road cros'g
+25± Surf. Cat. Gd.
Old 60" Steel
X 51
Old 60#
+44
+28.8 104 M.
40
50
60
770

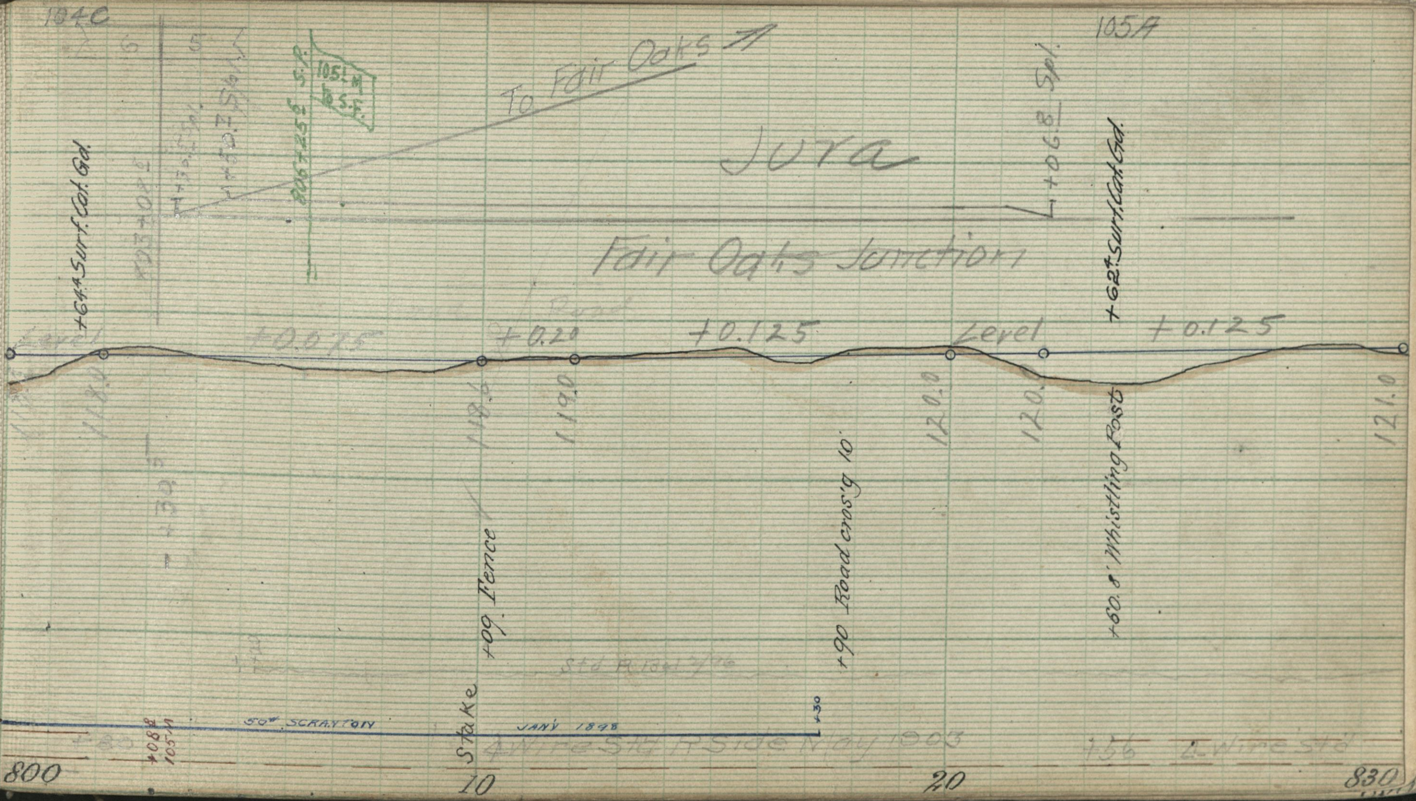
SOUDAN,

Name changed July 8th '91.

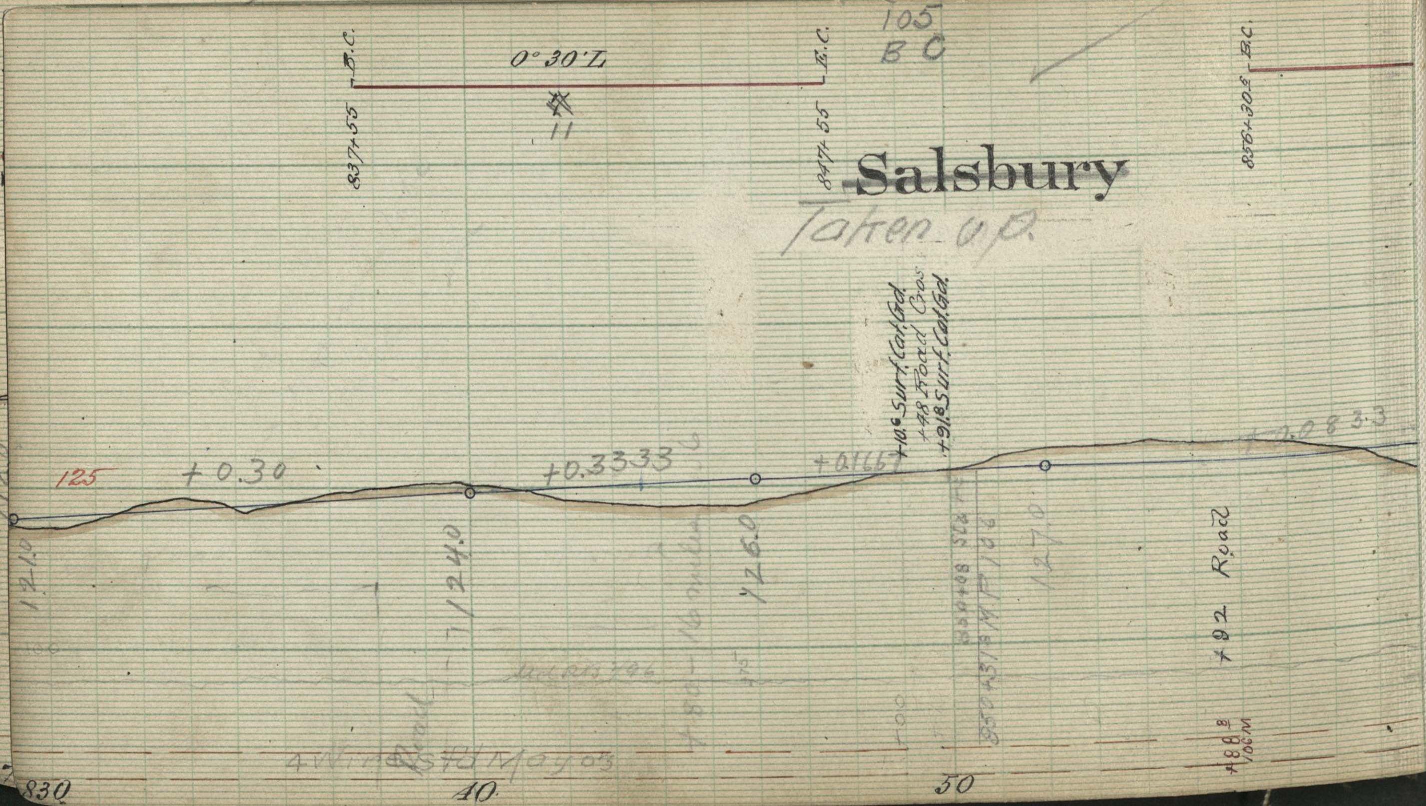
~~School House~~

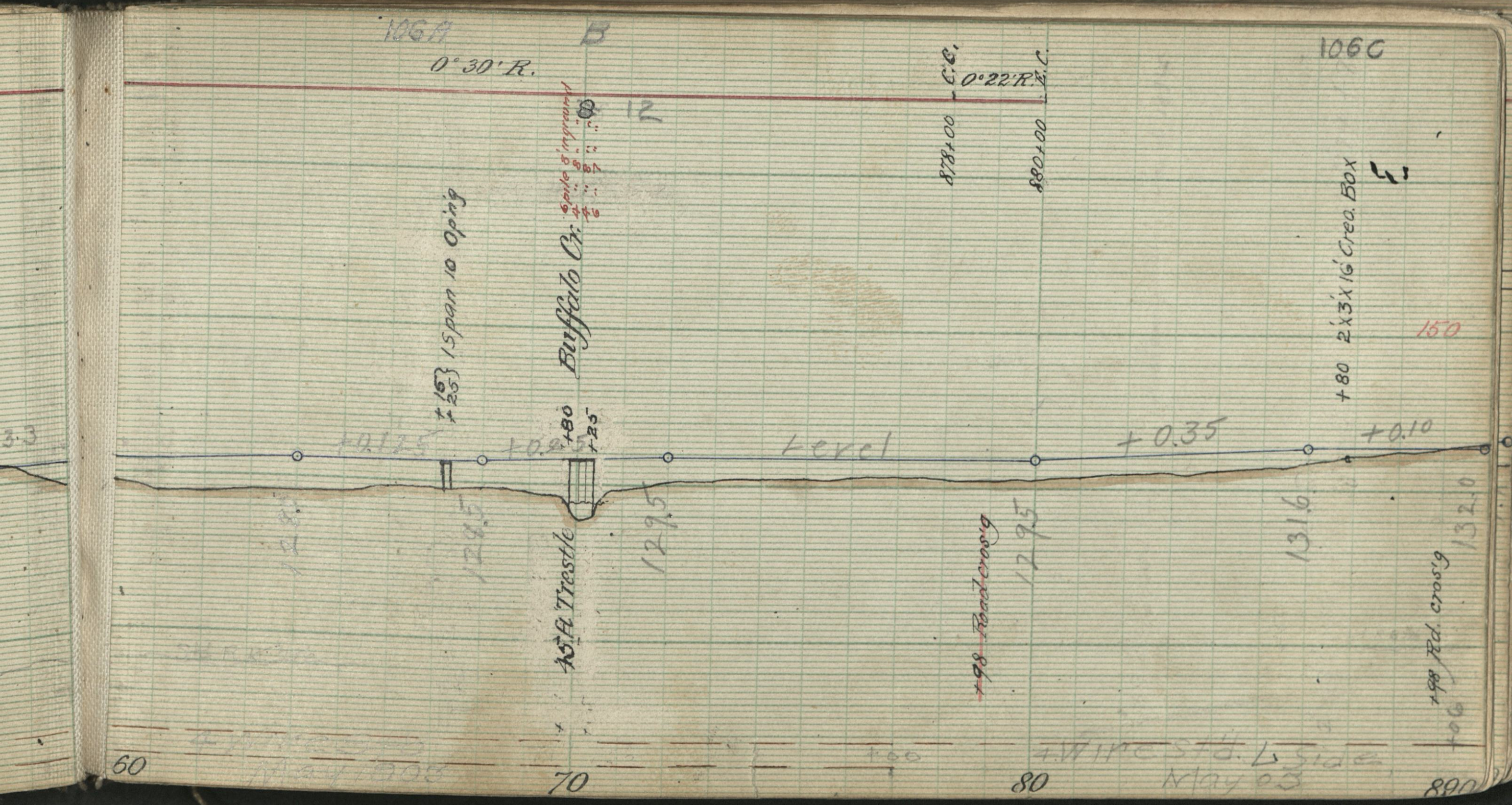
Taken up.





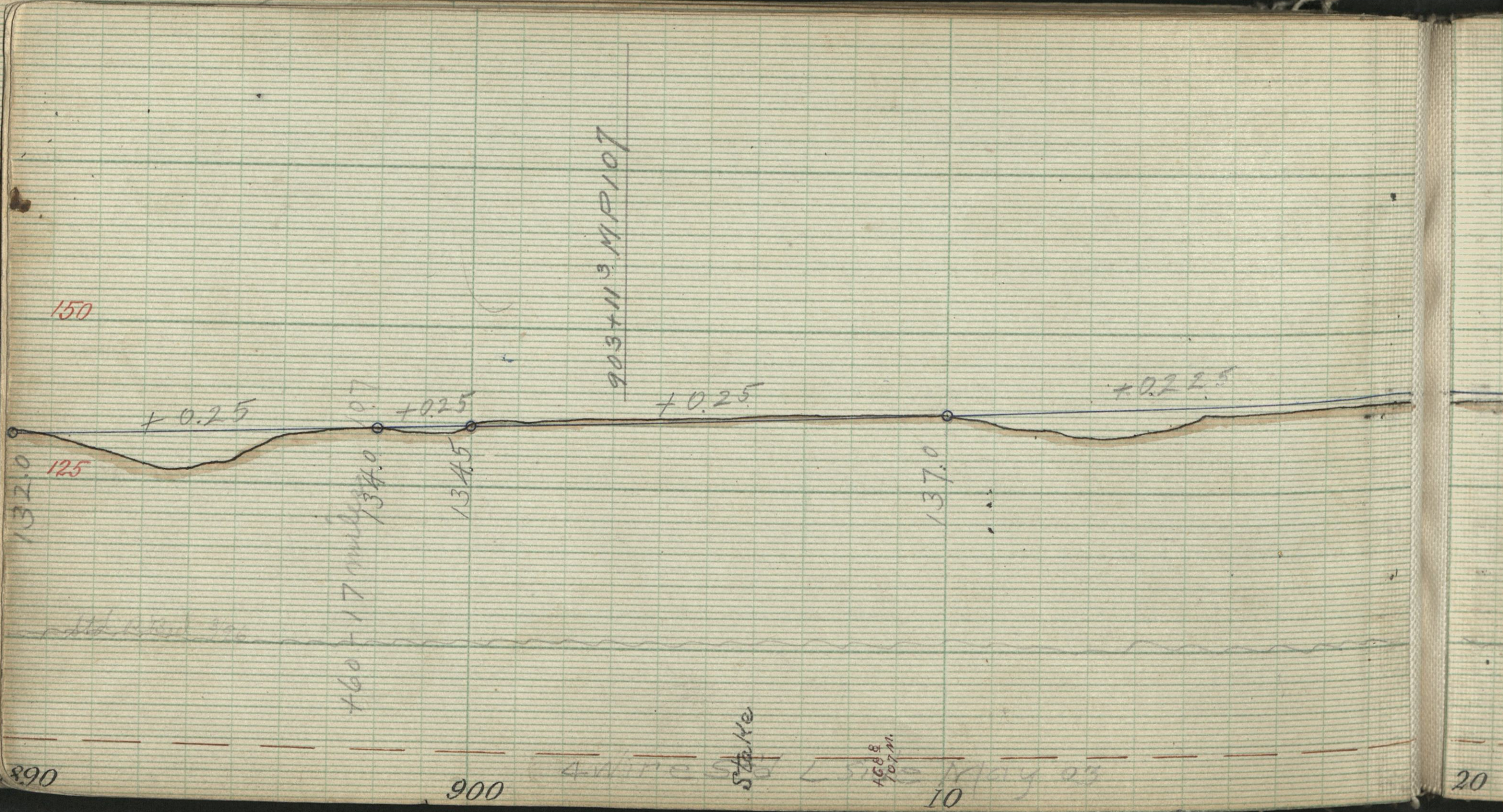
104C
105A
To Fair Oaks
806+25± S.P.
105± M to S.F.
Jura
Fair Oaks Junction
+06.8± Spl.
+64± Surf. Cat. Gd.
+62± Surf. Cat. Gd.
Level
+0.075
+0.20
+0.125
Level
+0.125
118.0
118.0
119.0
120.0
120.0
121.0
+09 Fence
+90 Road cros'g 10
+60.0 Whistling Post
Stake
50# SCRANTON
JANY 1898
+30
800
10
20
830


105
B C
B.C. 837+55
0° 30' L
E.C. 847+55
B.C. 856+30.5
Salsbury
Taken up
125
+0.30
+0.3333
+0.1667
+0.0833
121.0
124.0
126.0
127.0
+10.6 Surf. Cat. Gd.
+48 Road Cros
+91.8 Surf. Cat. Gd.
+92 Road
4 Wires 18 May 03
830
40
50
60

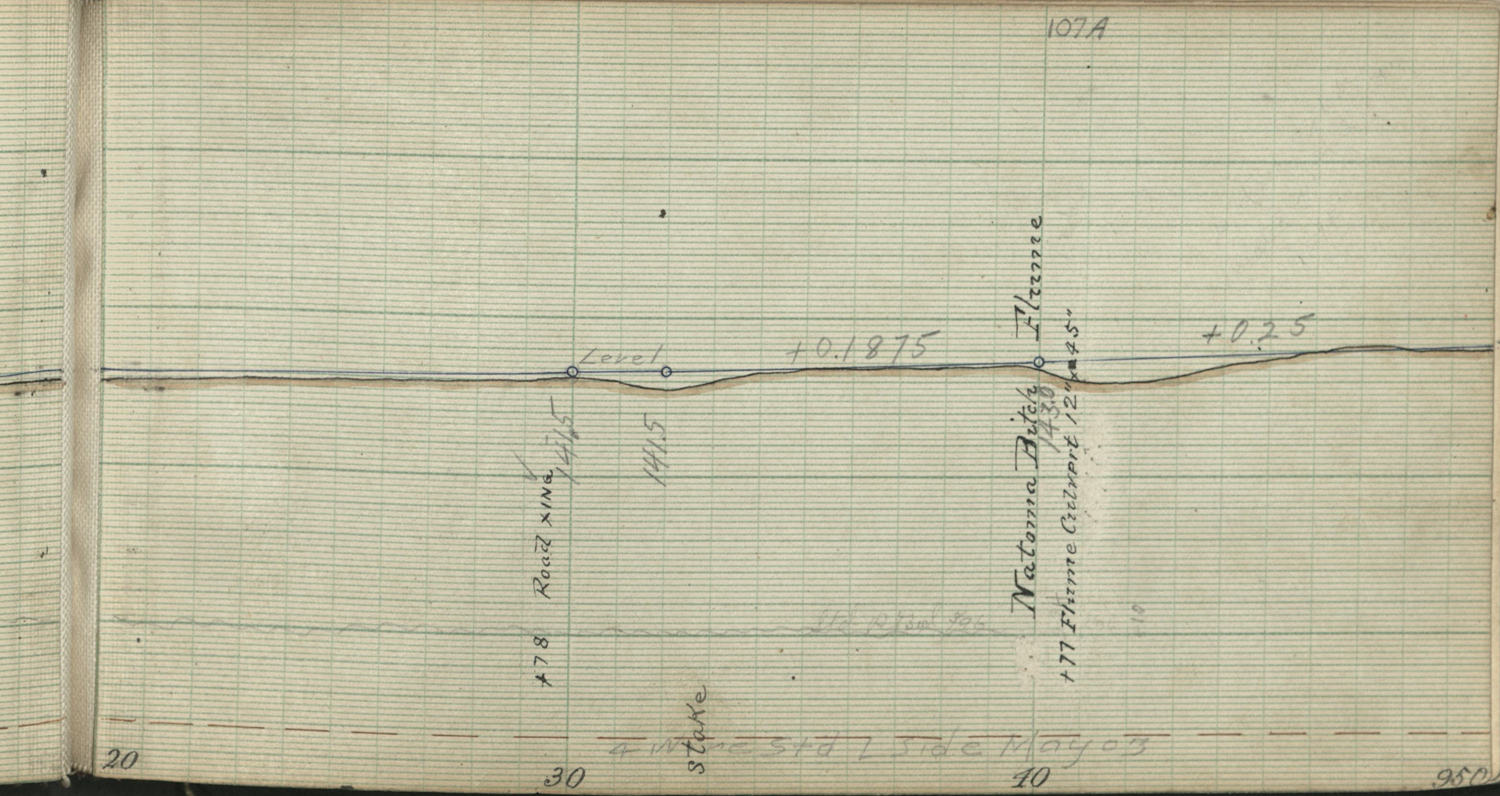


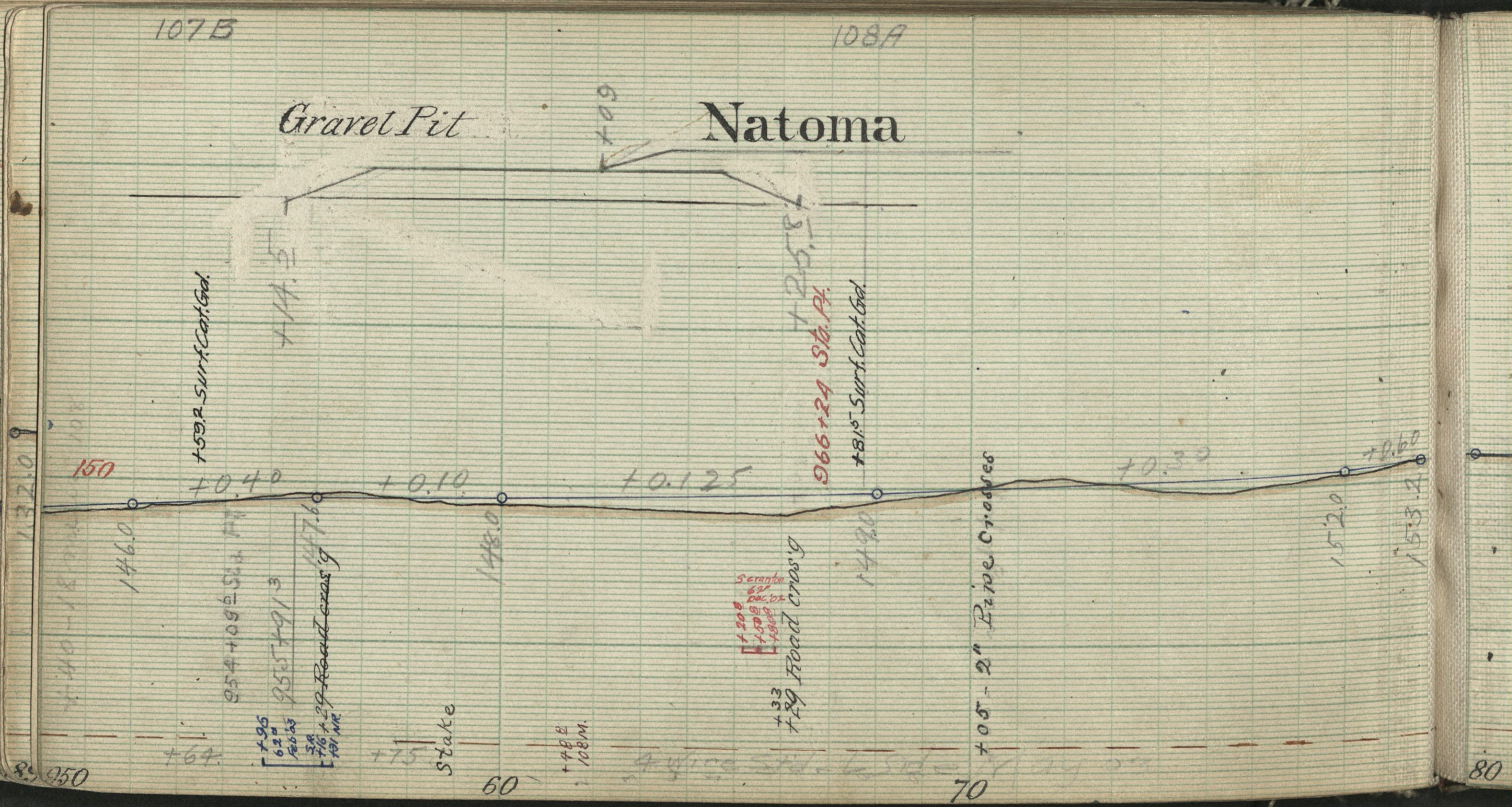
106A
B
0°30' R.
12
878+00
C.C.
0°22' R.
880+00
E.C.
106C
+15 / +25 1 span 10 Op'ng
Buffalo Cr.
+80 / +25
45 Ft. Trestle
+0.125
Level
+0.35
+0.10
+80 2'x3'x16' Creo. Box
150
129.5
131.6
132.0
+98 Road cros'g
+98 Rd. cros'g
60
70
80
890
4 Wire Std. L Side
May 05

26.6
+52
74.6



150
125
132.0
+0.25
134.0
+0.25
134.5
+0.25
137.0
+0.225
903+11 3 M.P. 107
+60 - 17 miles
Stake
890
900
10
20


Level
+0.1875
+0.25
+78 Road XING
1415
1415
Natoma Ditch
1430
Flume
+77 Flume Culvert 12" x 45"
Stake
4 Wire Std L Side May 03
20
30
40
950


107B
108A
Gravel Pit
Natoma
+09
+14.5
+25.8
+59.2 Surf. Cat. Gd.
966+24 Sta. Pt.
+81.5 Surf. Cat. Gd.
150
+0.40
+0.10
+0.125
+0.30
+0.60
146.0
147.6
148.0
149.0
152.0
153.2
954+09 Sta. Pt.
955+91.3
+29 Road cros'g
+33
+29 Road cros'g
+05 - 2" Pipe Crosses
Stake
+48 108M.
+64
+75
950
60
70
80

108B

2°L

1005+16.7 - B.C.

Alder Creek

+70± Wood Box 2½x11

+14.0 Surf. Col. Gd.

H.B. Spl. 3+66

175

+0.60 +0.30 +0.20 +0.10 +0.20 +0.40 +0.0 2.86

153.2 154.4 155.2 155.4 156.2 157.0 157.4

+42 Whistling Post

+32 Road cross'g.
+38

1008+11 3M.P. 109

+16

+50± Scranton Aug 1890

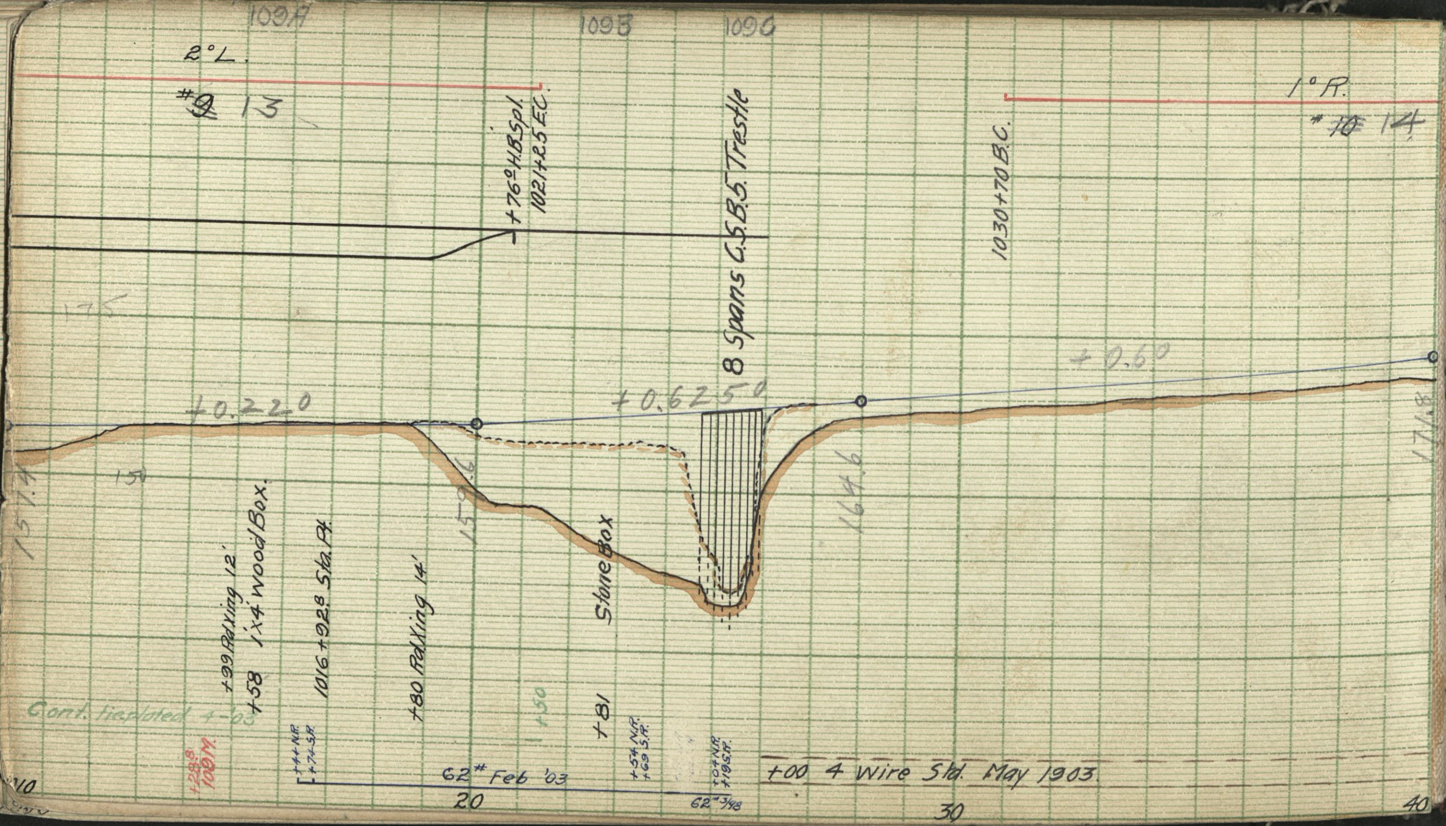
Stake

4 Wire S.W. L side May 1903 +16

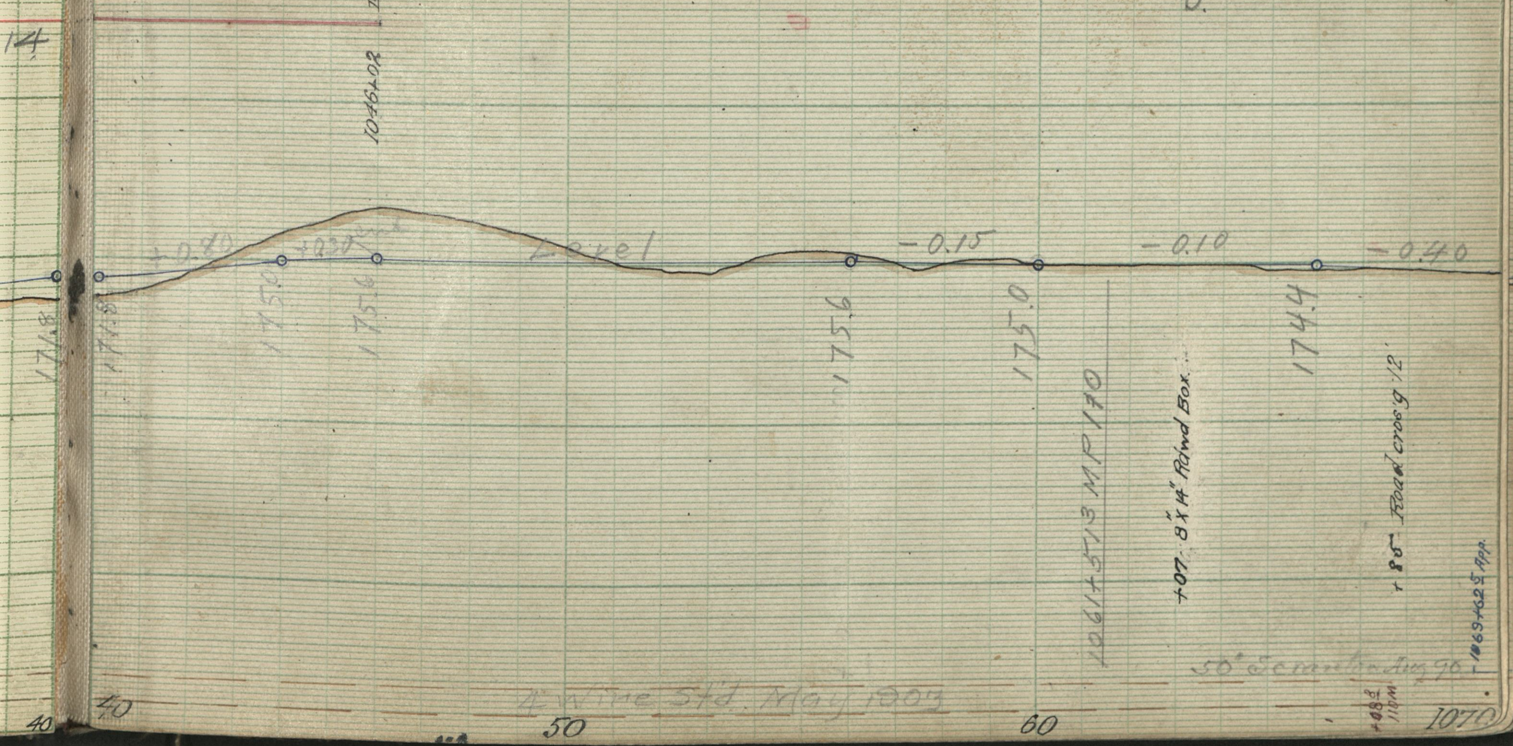
+51
+82
68
Dec '03

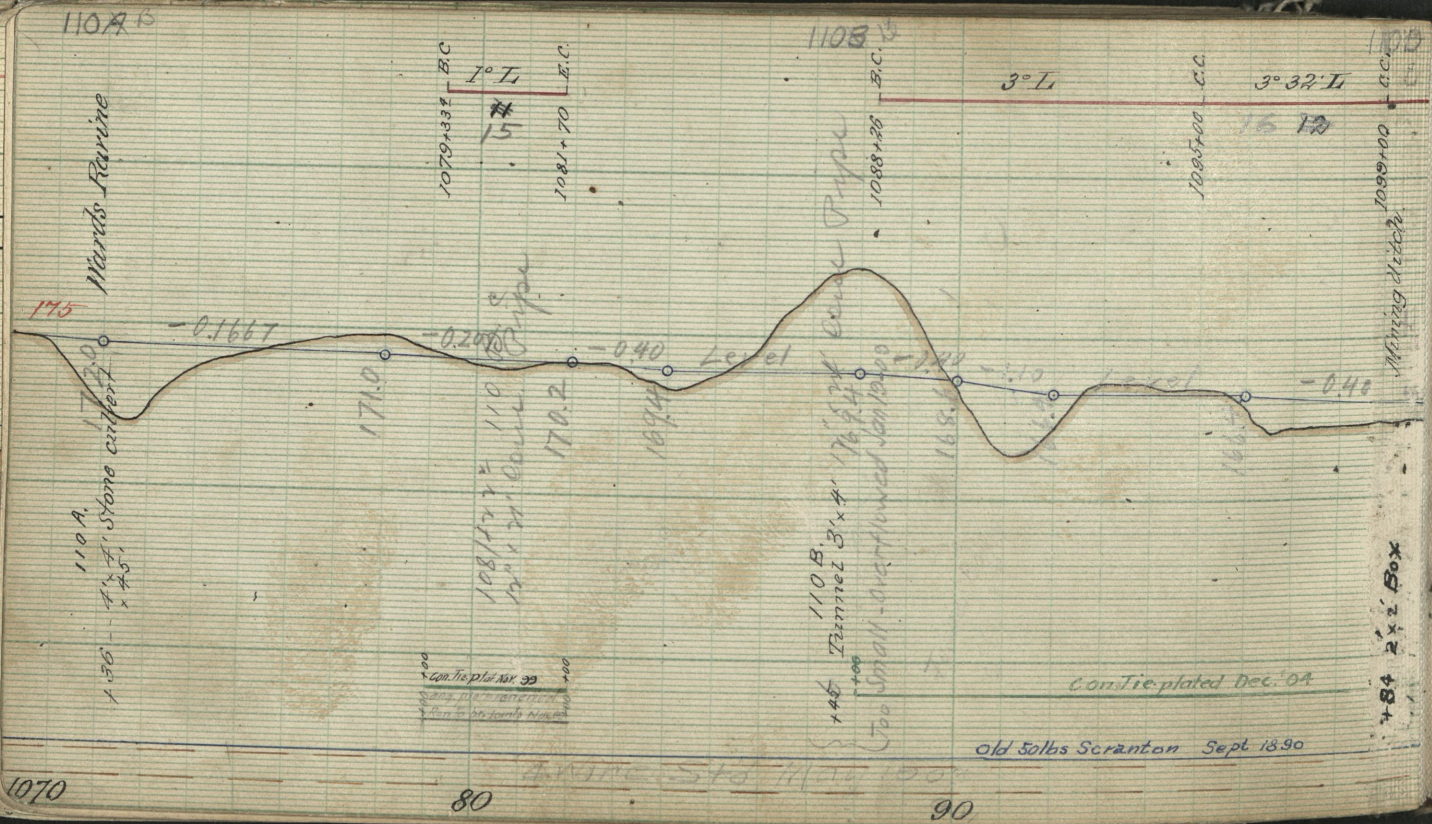
Cont 4-03

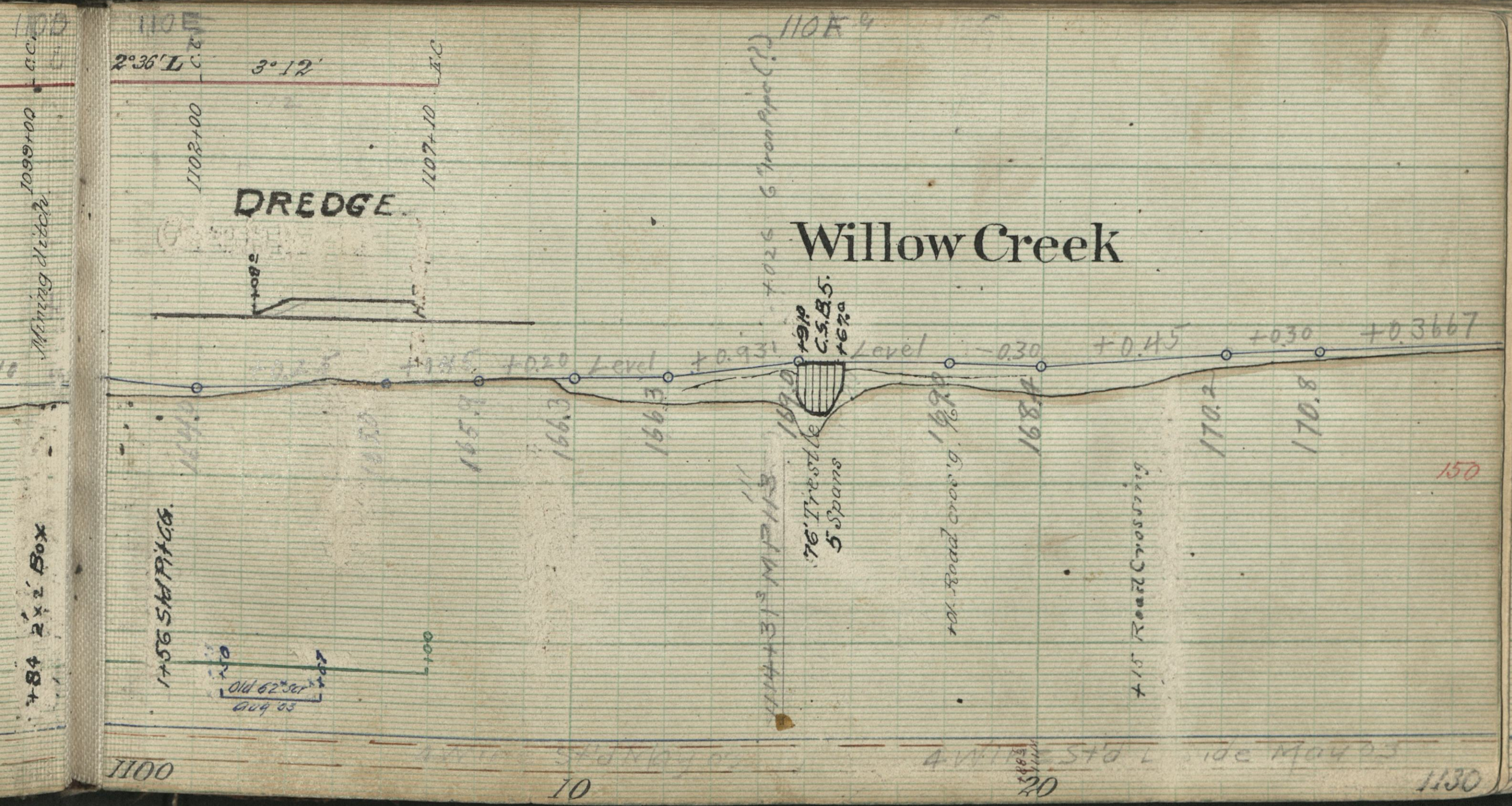
80 90 1000 1010



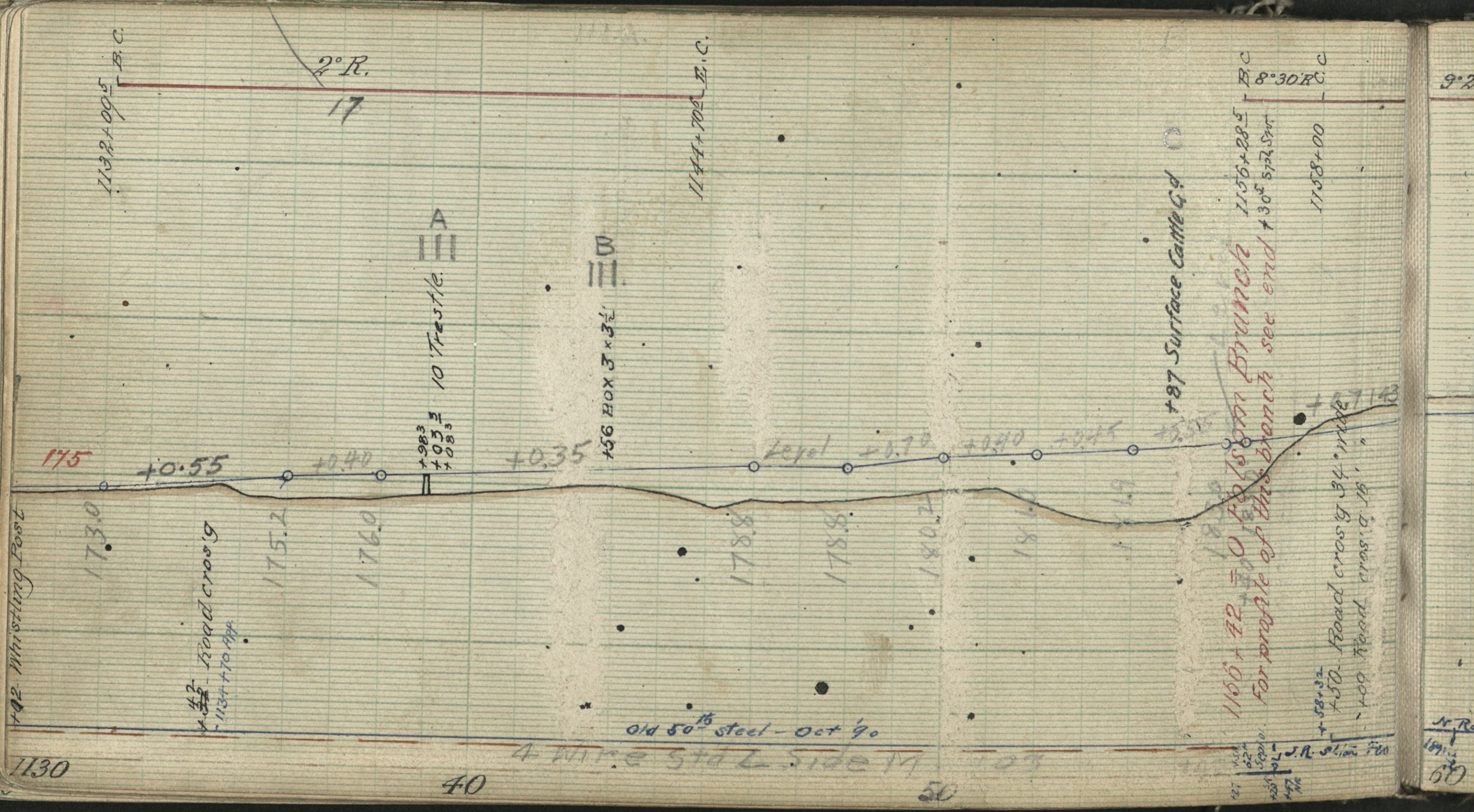
109A
109B
109C
2°L.
#9 13
+76° H.B.Spl.
1021+22.5 E.C.
8 Spans C.S.B.S. Trestle
1030+70 B.C.
1°R.
#10 14
175
+0.220
+0.6250
+0.60
150
157.4
159.6
164.6
171.8
+99 Rd.Xing 12'
+58 1'x4' Wood Box.
1016+92.8 Sta. Pt.
+80 Rd.Xing 14'
Stone Box
+81
+50
Cont. Resloted 4-03
62# Feb '03
62# 3/48
+00 4 Wire Std. May 1903
10
20
30
40

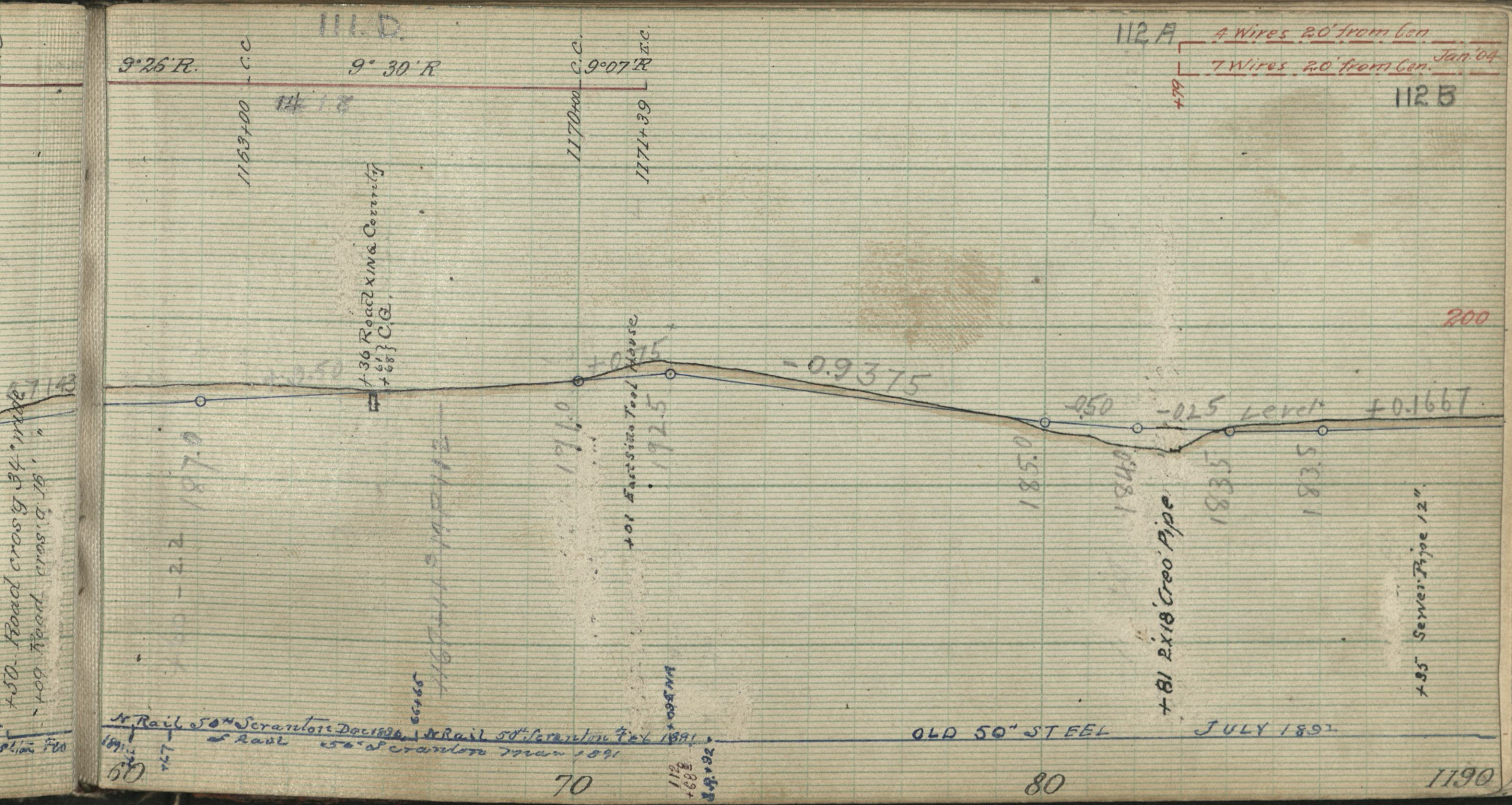

E.C
1046+02
+0.80
+0.30
Level
-0.15
-0.10
-0.40
171.8
171.8
175.0
175.6
175.6
175.0
174.4
1061+51.3 MP 170
+07 8"x14" R'd'wd Box
+85 Road cros'g 1/2
1069+62.5 App.
4 Wire Std May 1903
+88 110M
40
40
50
60
1070


110A
1110B
B.C
1° L
E.C.
1079+33½
1081+70
15
Wards Ravine
175
-0.1667
-0.20
-0.40
Level
171.0
170.2
3° L
C.C
3°32' L
C.C.
1088+26
1095+00
1099+00
Mining ditch
110A.
+36 - 4'x4' Stone culvert x45'
110B.
+45 Tunnel 3'x4'
+84 2'x2' Box
Con.Tie-plat Nov. 99
Con.Tie-plated Dec.'04
Old 50lbs Scranton Sept 1890
1070
80
90
110



2°36'L
3°12'
1099+00
1103+00
1107+10
Mining ditch
DREDGE
+08
Willow Creek
+0.931
Level
+0.20
-0.30
+0.45
+0.30
+0.3667
C.S.B.5.
165.9
166.3
166.3
168.4
170.2
170.8
150
76' Trestle
5 Spans
+01 Road cross'g
+15 Road Crossing
+84 2'x2' Box
+00
1100
10
20
1130


1132+09.5 B.C.
2°R.
17
1144+70.5 E.C.
C
1156+28.5
+30.5 Spl. Sw.
B.C. 8°30'R C.C.
1158+00
A
B
175
+0.55
+0.40
+0.35
+56 BOX 3×3½
+98.3 +03.3 +08.3
10' Trestle
+87 Surface Cattle Gd
For profile of this branch see end
+02 Whistling Post
+42 Road cros'g
1134+70 App.
173.0
175.2
176.0
178.8
178.8
180.2
+58+32
+50 Road cros'g 34' wide
+09 Road cros'g 16' "
Old 50 lb steel - Oct '90
4 Wire Std L Side M
1130
40
50
60



111 D
112 A
112 B
9°26'R.
9° 30'R
9°07'R
C.C
C.C
E.C
1163+00
1170+00
1171+39
+79
4 Wires 20' from Cen
7 Wires 20' from Cen. Jan '04
200
+36 Road Xing Country
C.G.
-0.9375
-0.50
-0.25
Level
+0.1667
187.0
191.0
192.5
185.0
184.0
183.5
183.5
+01 East Side Tool House
+50 Road cros'g 34' wide
+00 Road cros'g 16'
+81 2'x18' Creo Pipe
+85 Sewer Pipe 12"
N. Rail 50# Scranton Dec 1890
N. Rail 50# Scranton Feb. 1891
S. Rail 56# Scranton Mar 1891
OLD 50# STEEL
JULY 1892
60
70
80
1190

402 Whistling Post

11

4 Wire Fence 20' from Cent. Jan. '04

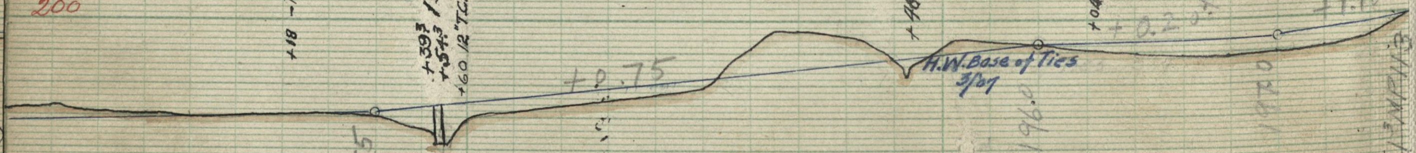
7 Wire Fence 20' from Cen. Jan '04

112 E 112 F 112 G

B.C. 2° L E.C B.C 6° L

1195+47 +18 Cent. +47 1200+51 1211+00

19 112 CD 20



Old 50# Steel July 1892

N Rail Old 50# Steel July

S. Rail 50# Scranton steel

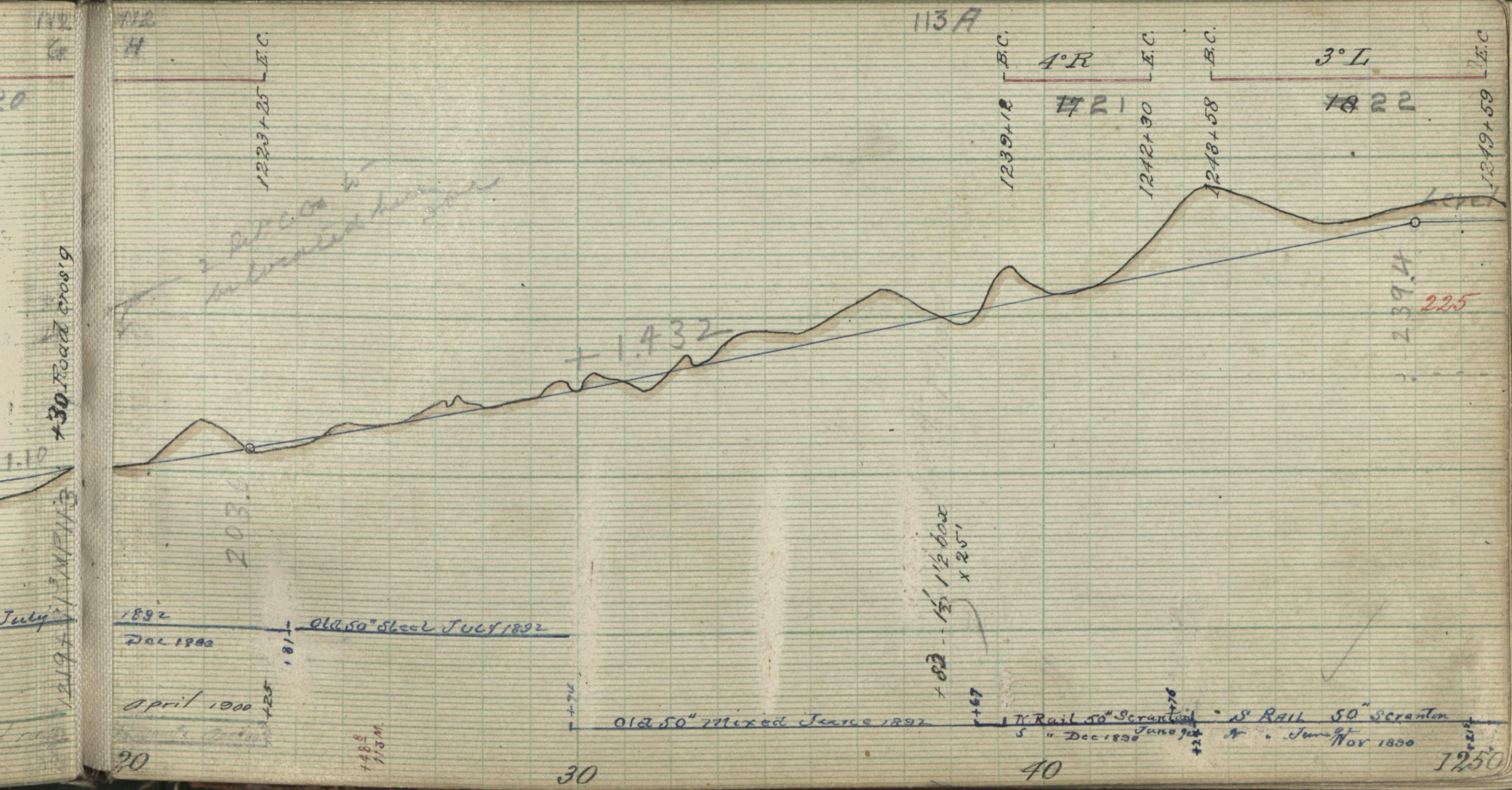
+00 Cont. Tie plating Nov 55 +00

Run to broken joints Nov 55

+00 Track Cont Tie plated

Angle plates removed

1190 1200 10

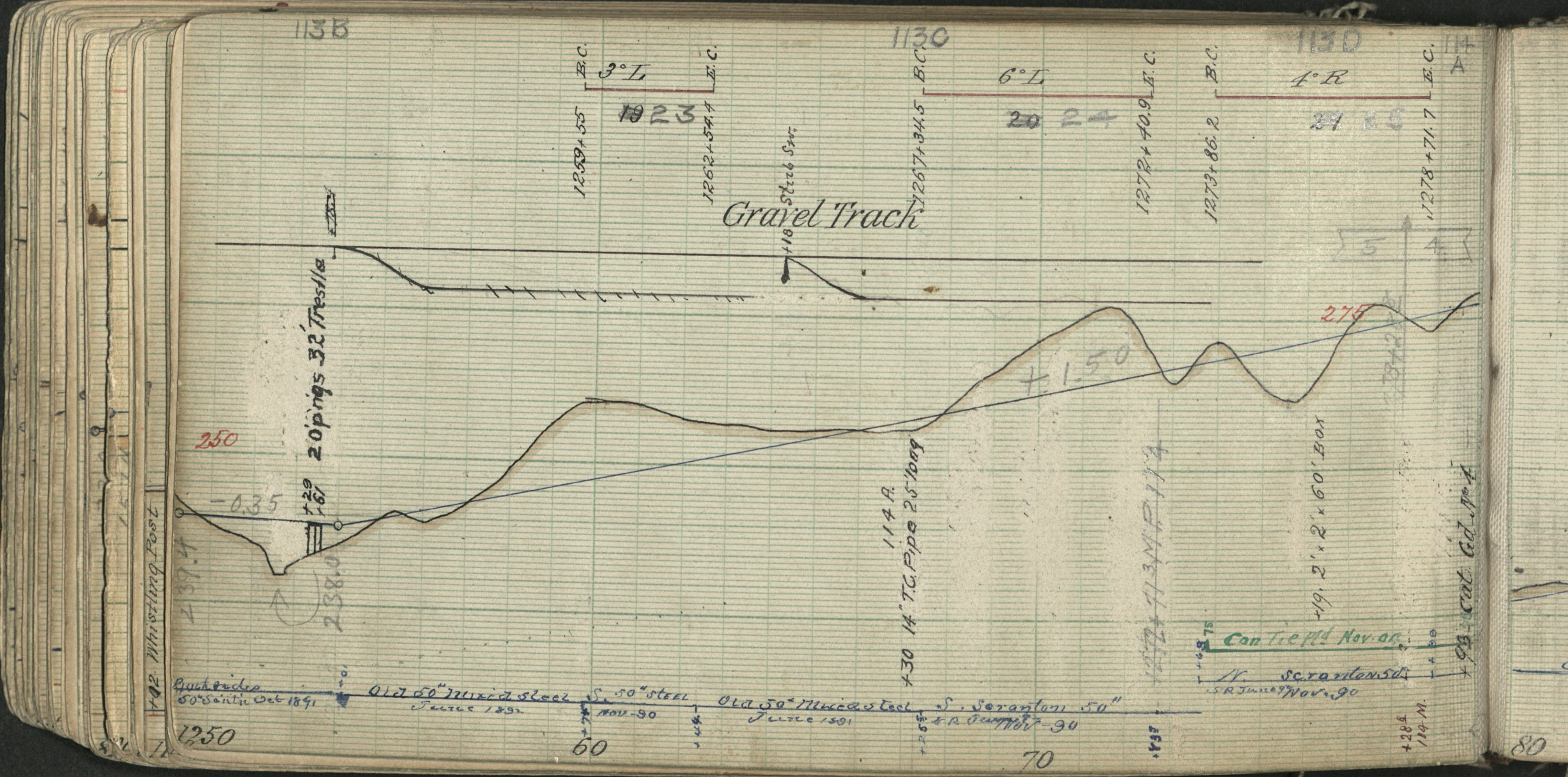

113A
E.C.
1223+25
B.C.
4°R
E.C.
1721
B.C.
3°L
E.C.
1822
1239+12
1242+30
1248+58
1249+59
Level
239.4
.225
+1.432
203.6
1.10
+30 Road cros'g
1219+13 MP 113
July
1892
Dec 1892
Old 50" Steel July 1892
April 1900
+25
+81
+94
Old 50" Mixed June 1892
+82 - 1½' 1½' box x 25'
+67
N. Rail 50" Scranton
S " Dec 1890
June 9th
S. Rail 50" Scranton
N " June 9th
Nov 1890
20
30
40
1250

+12 Whistling Post

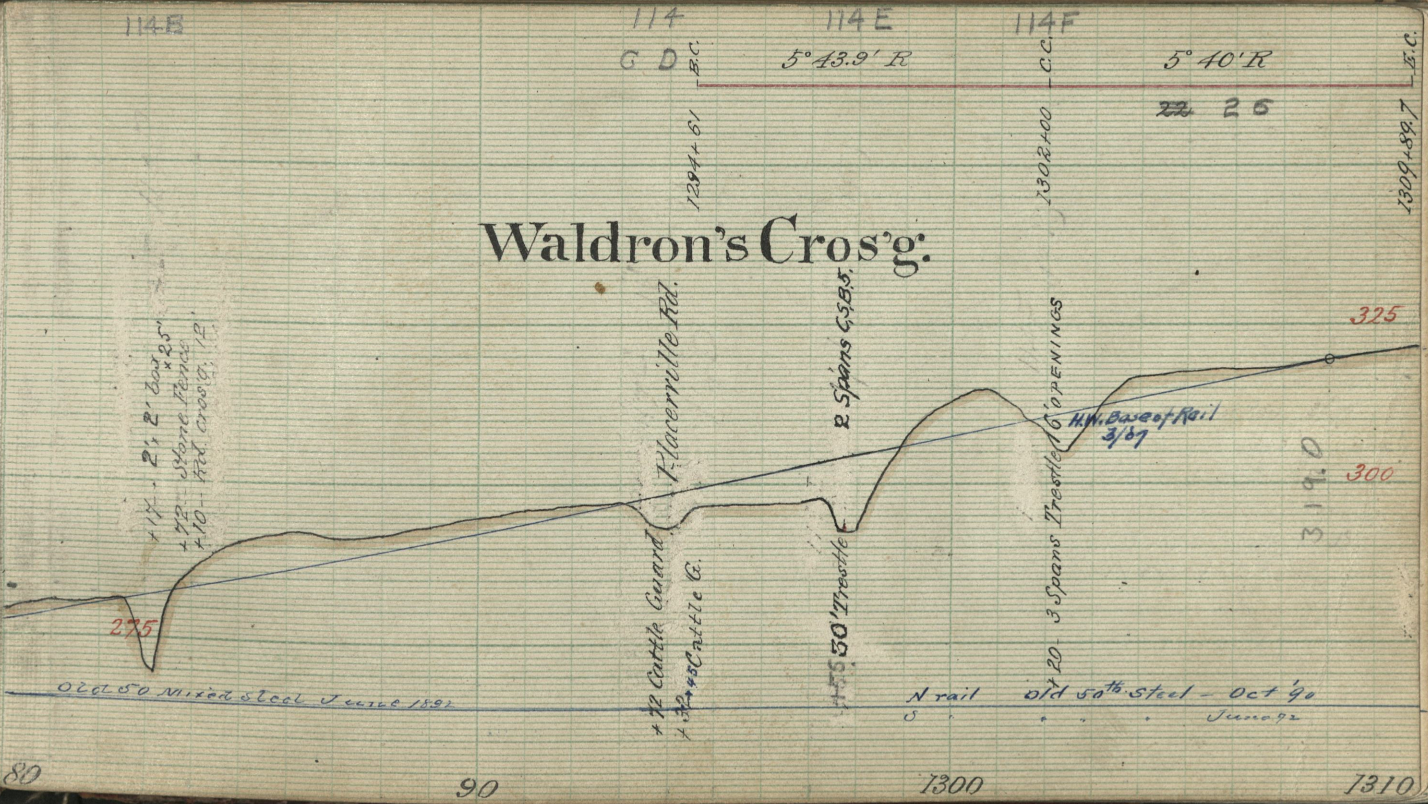
2+28.6 — skew 1' in gauge
13.8
+42.4
14.3 " 3' " "
+56.7
14.4 " 2 6 " "
+71.1
15.7 " 2 6 " "
+86.8
13.4 " 2 6 " "
3+00.2
13.5 " 2 5 " "
3+13.7
15.7 " 2 5 " "
3+29.4
12.1 " 2 6 " "
3+41.5
19.5 " 0 3 " " — intermediate support
3+61.0
" square —

12 × 12 stringers — 2
with corbel —
12 × 12 – 8' —

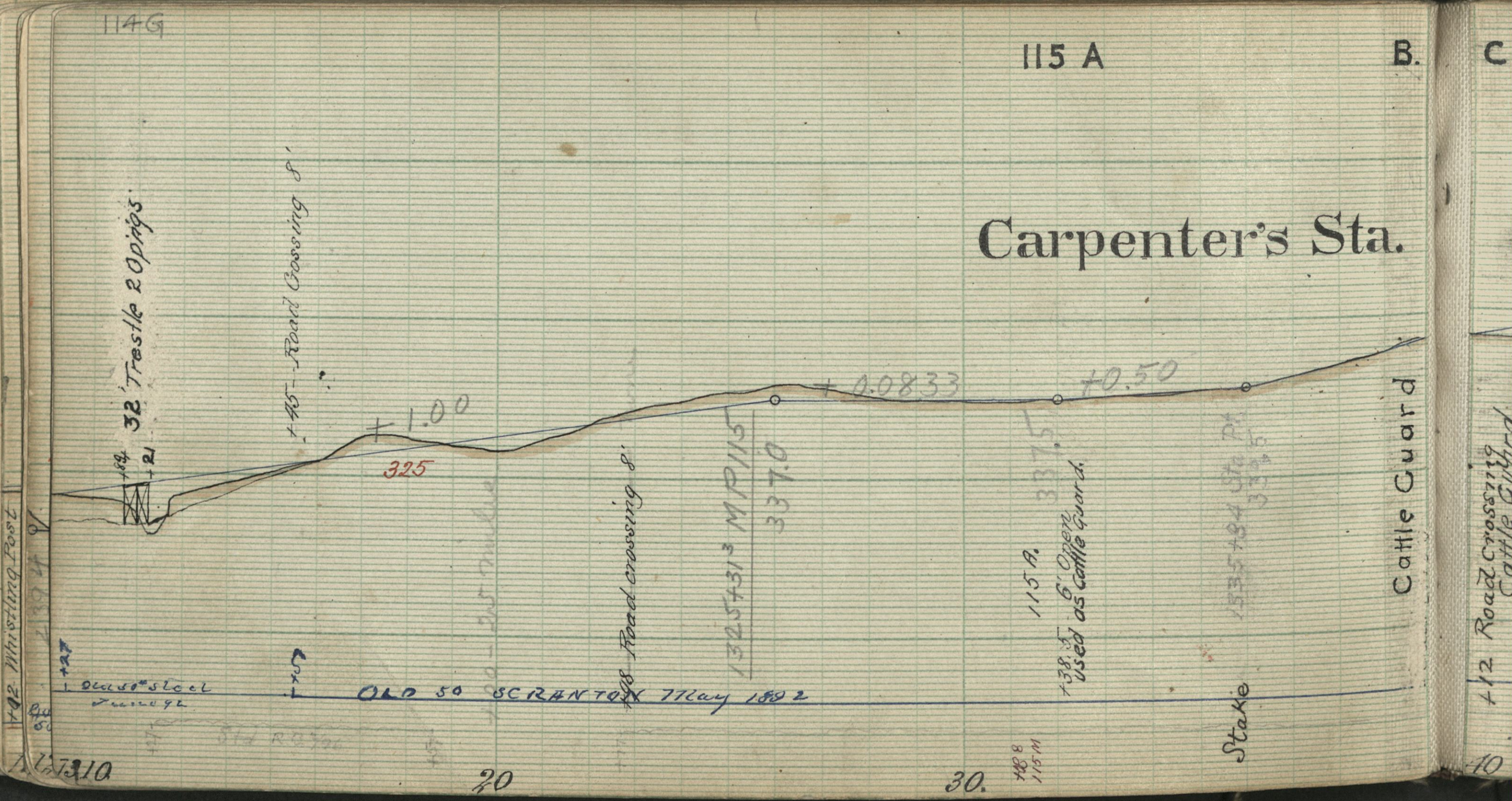
all bents are skewed —

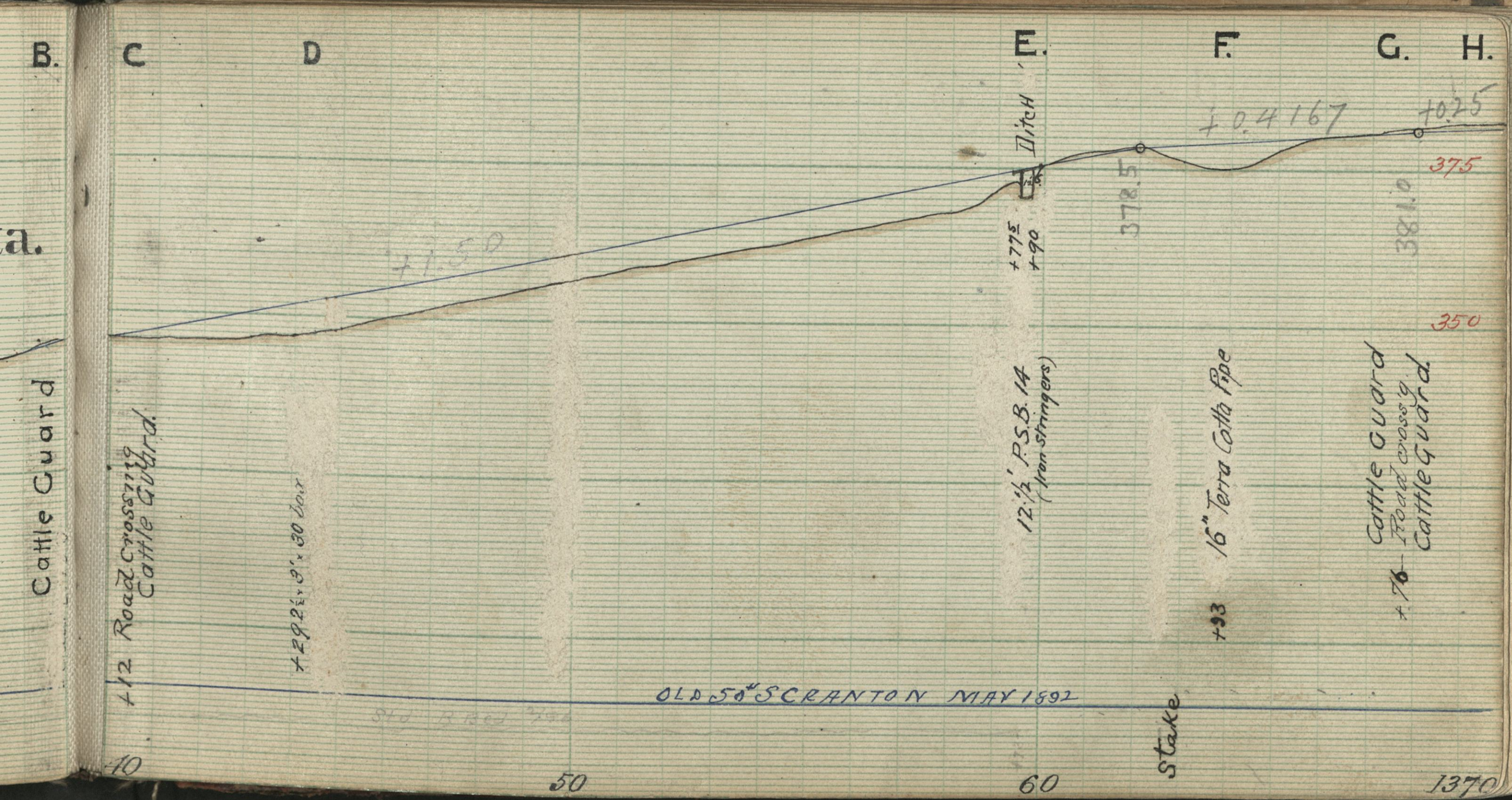

113B
113C
113D
114A
B.C. 3°L E.C.
1923
1259+55
1262+54.4
B.C. 6°L E.C.
20 24
1267+34.5
1272+40.9
B.C. 4°R E.C.
1273+86.2
1278+71.7
Stub Sw.
+18
Gravel Track
20' pngs 32' Trestle
+29
+61
250
-0.35
+1.50
275
114 A.
+30 14" T.C. Pipe 25' long
+19. 2'×2'×60' Box
Cat. Gd. No. 4
+02 Whistling Post
Can Tie Pl'd Nov. 05
N. Scranton 50
Nov. 90
Old 50" Mixed steel June 1892
S. 50" steel Nov. 90
Old 50" Mixed steel June 1891
S. Scranton 50" Nov. 90
1250
60
70
80

Waldron's Cros'g.

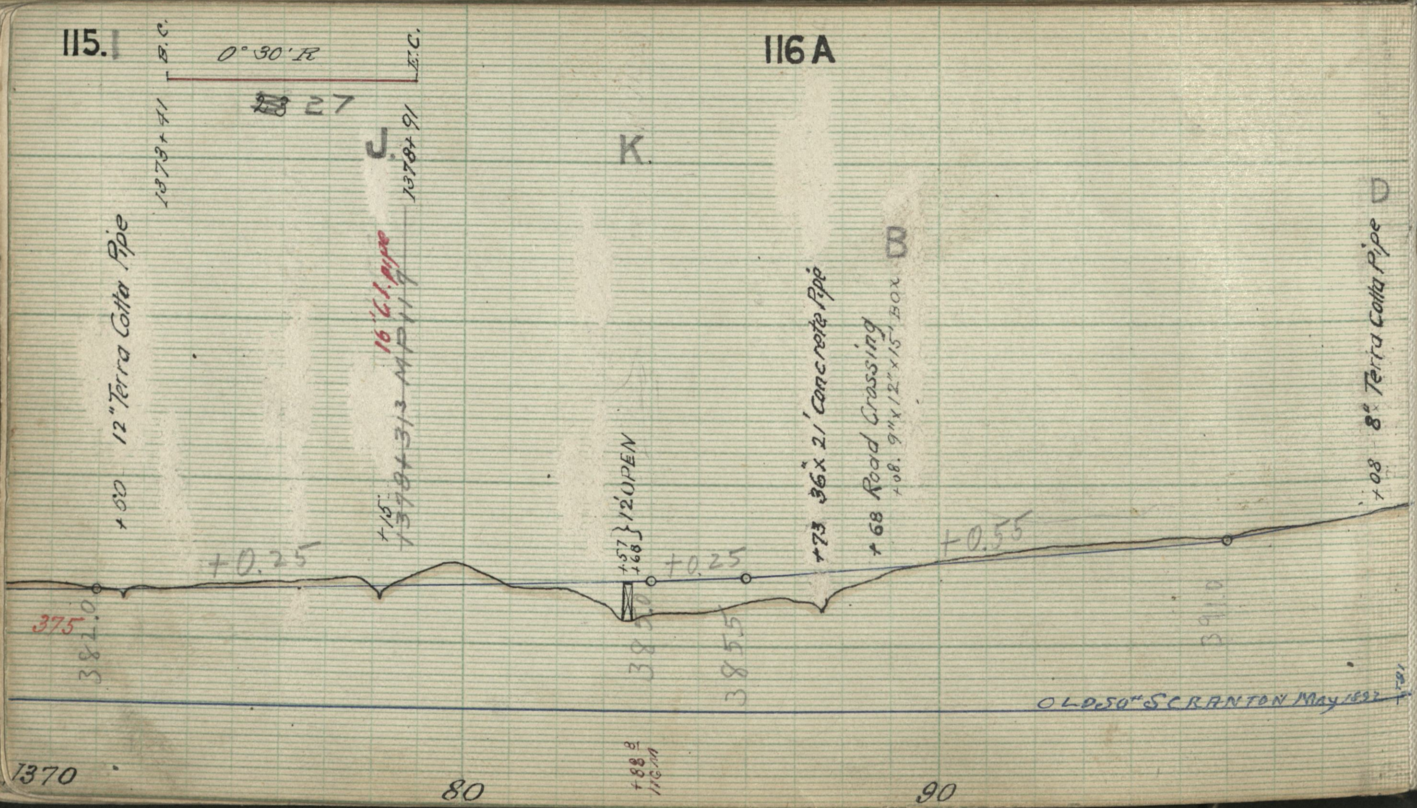


+42. Whistling Post


114G
115 A
B.
C
Carpenter's Sta.
+84
+21
32' Trestle 2 Opngs
+45 - Road Crossing 8'
+1.00
325
+48 Road crossing 8'
1325+31 M P 115
337.0
+0.0833
+0.50
115 A.
+38.5 6' Open used as Cattle Guard
Cattle Guard
Stake
+92 Whistling Post
+27
OLD 50 SCRANTON May 1892
+12 Road Crossing Cattle Guard
310
20
30.
10

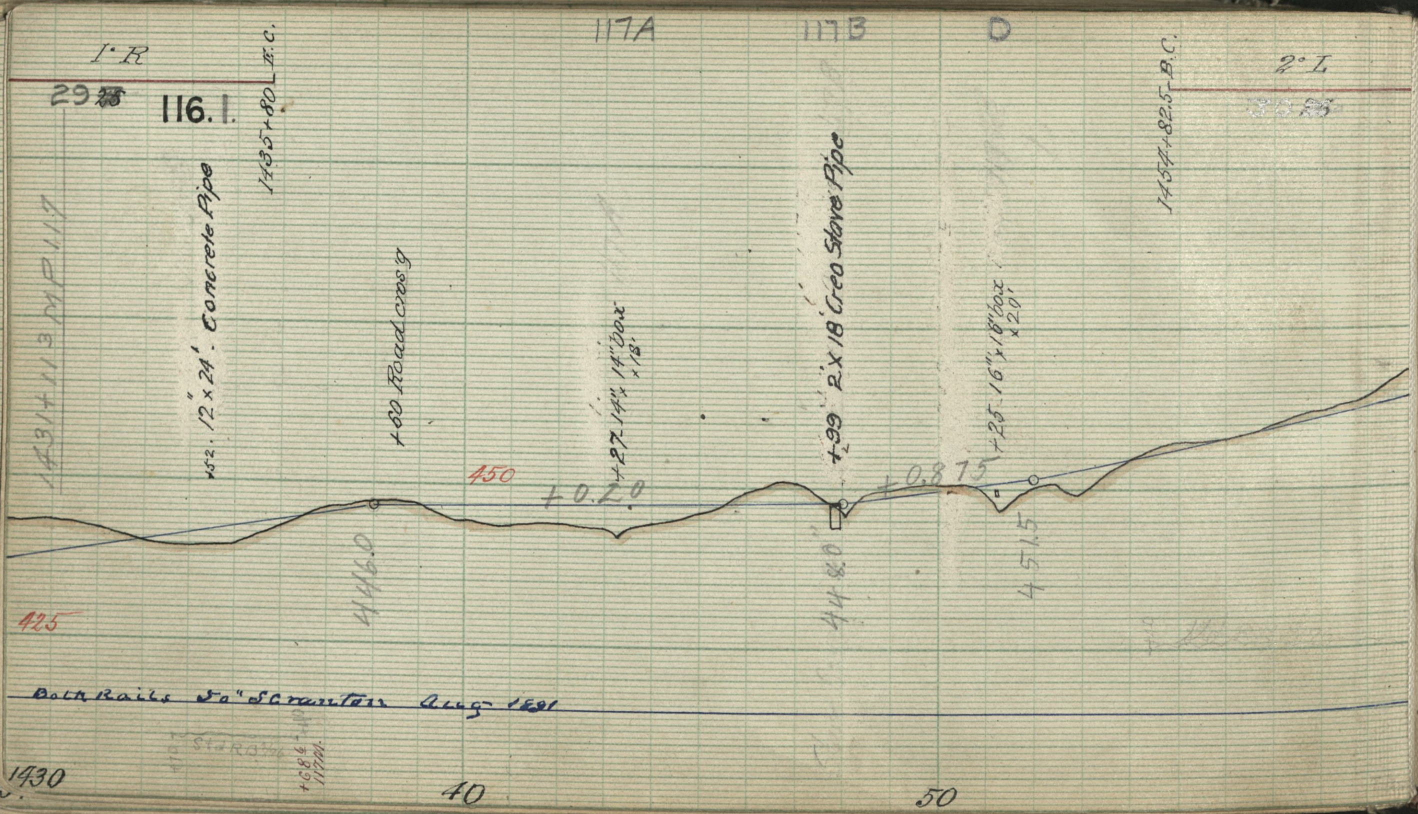

B.
C
D
E.
F.
G.
H.
a.
Cattle Guard
+12 Road Crossing Cattle Guard.
+29 2½' x 3' x 30 box
+1.50
+77½
+90
Ditch
12½' P.S.B. 14 (Iron stringers)
378.5
+0.4167
16" Terra Cotta Pipe
+93
Stake
+0.25
381.0
375
350
+76 Cattle Guard Road crossg. Cattle Guard.
OLD 50# SCRANTON MAY 1892
10
50
60
1370

+42 Whistling Post

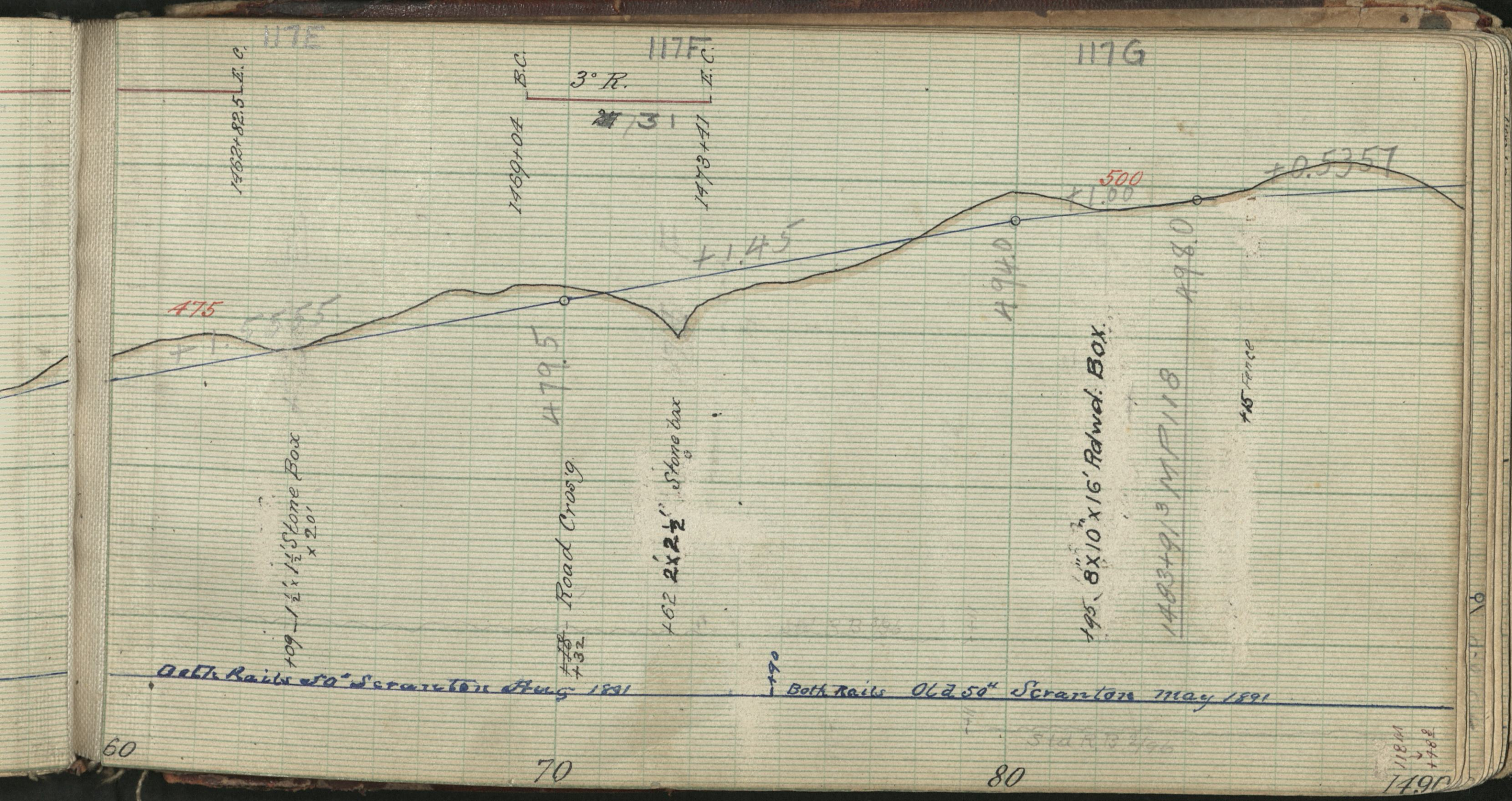


115.
116 A
B.C.
0° 30' R
E.C.
27
1373+41
J.
1378+91
K.
B
D
12" Terra Cotta Pipe
+50
16" C.I. pipe
+15
12' OPEN
+57
+68
36"x 21' Concrete Pipe
+73
Road Crossing
+08. 9"x12"x15' BOX
+68
8" Terra Cotta Pipe
+08
+0.25
+0.25
+0.55
375
382.0
385.5
391.0
OLD 50# SCRANTON May 1892
+02 Whistling Post
1370
80
90

1°R
24 28
1400+66.7 B.C.
1405+20 E.C.
D
F.
H.
1429+75 B.C.
+08 8" Terra Cotta Pipe
+1.31
425
400
+02 16" Terra Cotta Pipe
+20 Open Stone culv. 8'
+32 E. End of Stringer
1892
+81
Both sides
50" Scranton Oct 1891
+38
Both sides 50" Scranton Aug 1891
1400
10
20
1430

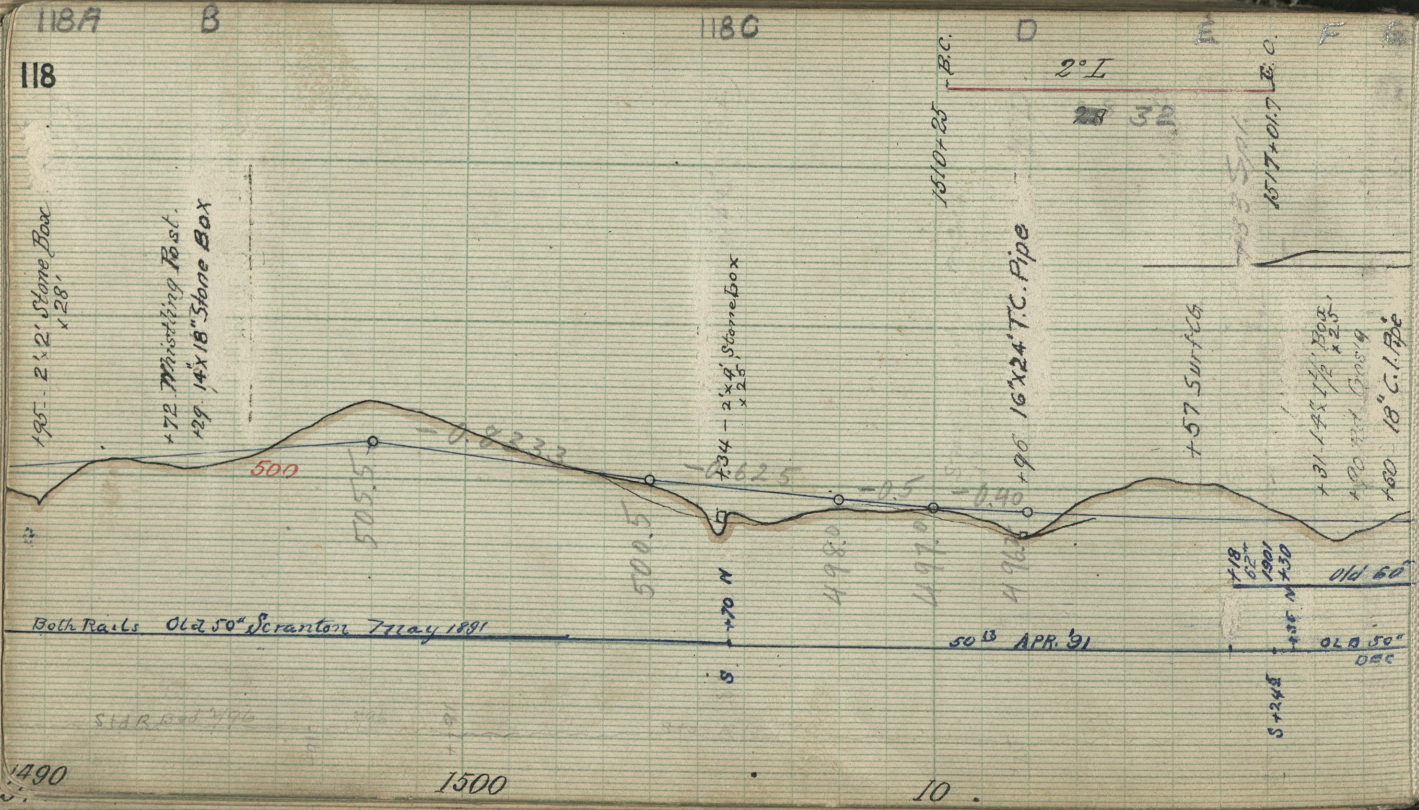


1402 Whistling Post

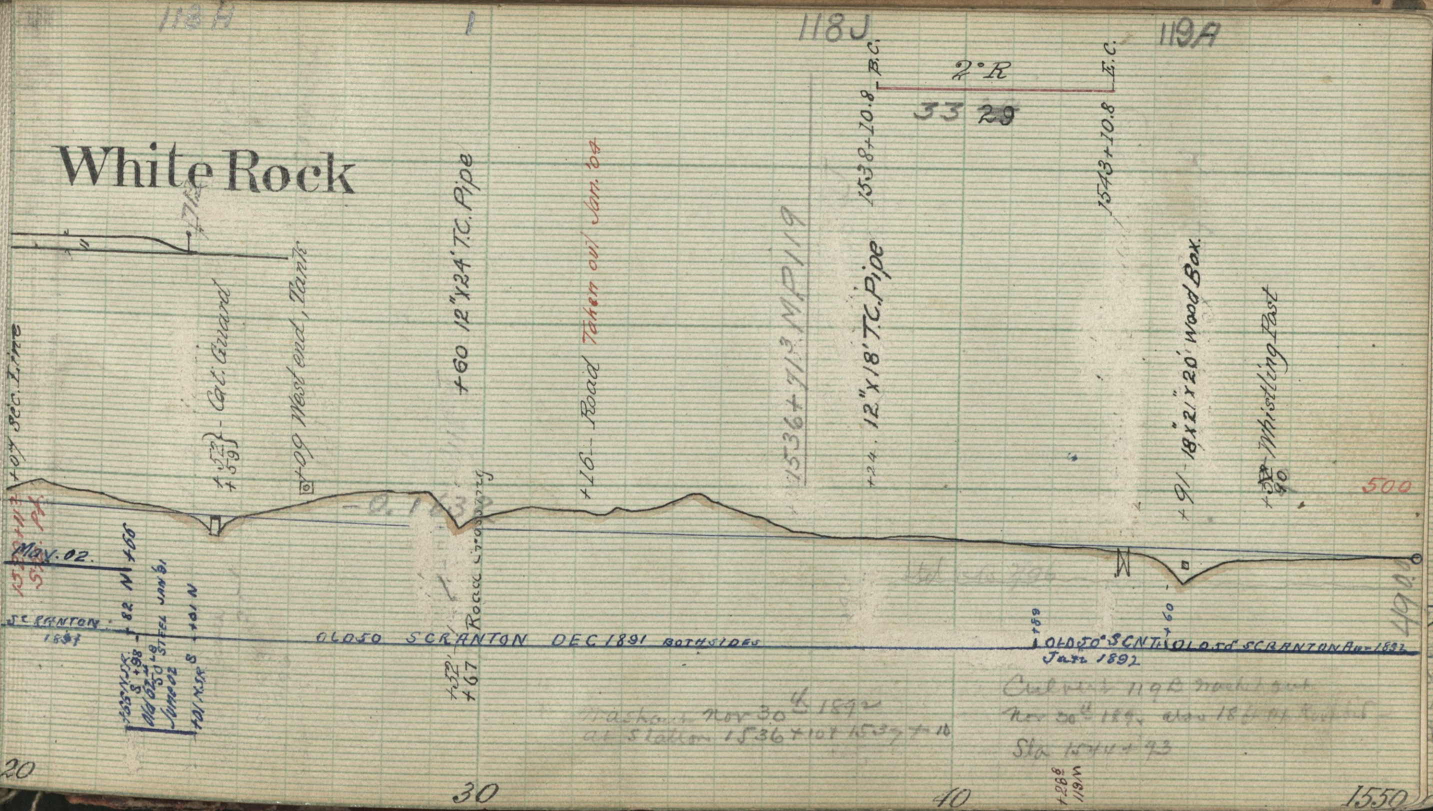

117E
117F
117G
1462+82.5 E.C.
1469+04 B.C.
3° R.
31
1473+41 E.C.
475
+1.5565
4795
+1.45
500
+1.00
+0.5357
4940
4980
+09 1½' x 1½' Stone Box x 20'
+28 +32 Road Cros'g.
+62 2'x2½' Stone box
+95 8"x10"x16' Rdwd. Box.
1483+91.3 MP 118
+15 Fence
Both Rails 50" Scranton Aug 1891
+90
Both Rails Old 50" Scranton May 1891
60
70
80
1490
118M
+48

402 Whistling Post

1304


118A
B
118C
D
E
F
B.C.
2°L
E.C.
32
1510+25
1517+01.7
+95 - 2'x2' Stone Box x28'
+72 Whistling Post
+29 14"x18" Stone Box
+34 - 2'x4' Stone Box x25'
+96 16"x24" T.C. Pipe
+57 Surf. Cb.
+31 - 1½'x1½' Box x25'
+60 18" C.I. Pipe
+07 Sec. Line
500
505.5
500.5
498.0
497.0
496.3
-0.8333
-0.625
-0.5
-0.40
Both Rails Old 50" Scranton May 1891
+70 N
S
50 13 APR. '91
+18
62+
1901
+30
N
+36
Old 60
OLD 50"
DEC
S +248
1490
1500
10
20

White Rock

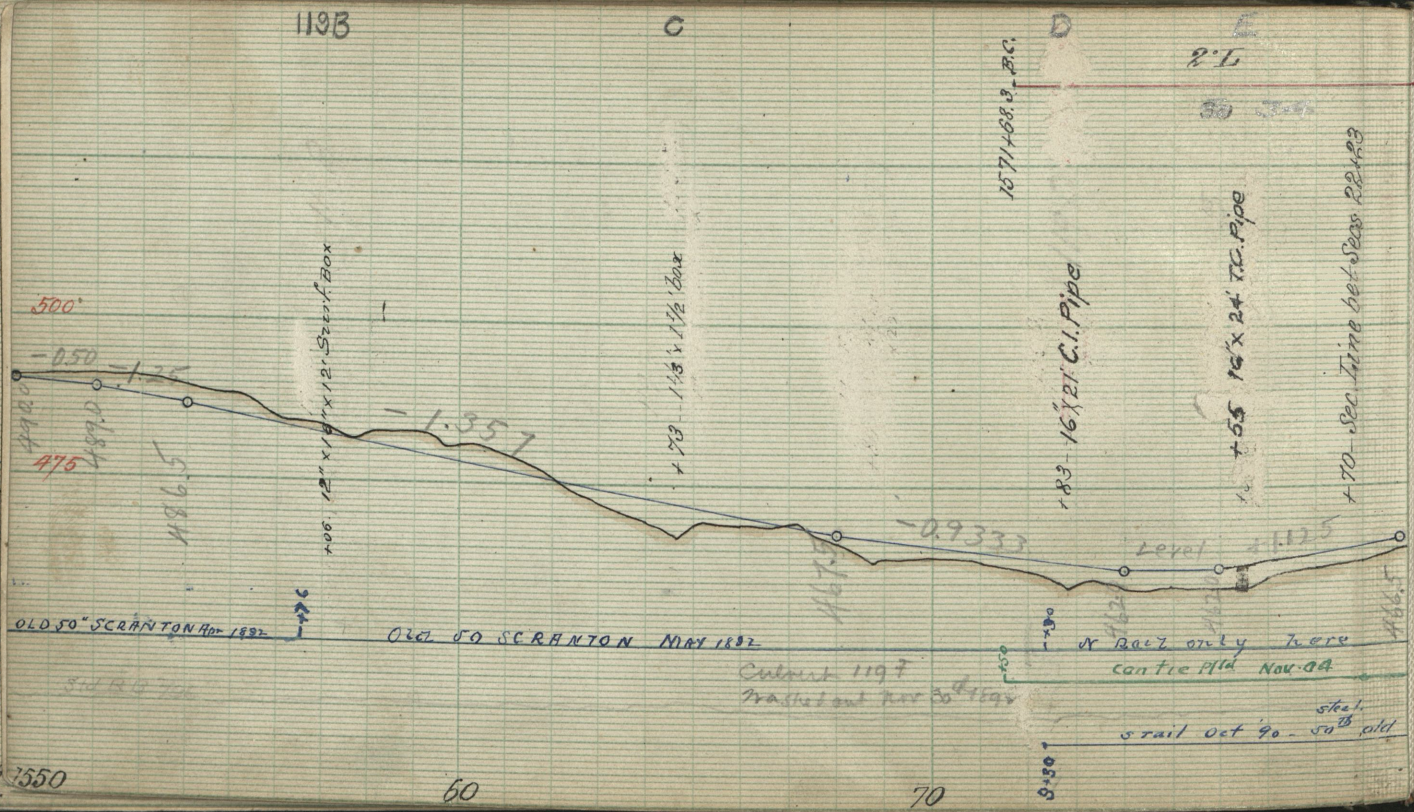


118H
118J
119A
B.C.
2° R
33 29
E.C.
1538+10.8
1543+10.8
+04 Sec. Line
+60 18" C.I. Pipe
+52 / +59 - Cat. Guard
+09 West end, Tank
+60 12"X24' T.C. Pipe
+16 - Road Taken out Jan. '04
1536+71.3 MP 119
+24 12"X18' T.C. Pipe
+91 - 18"X21"X20' Wood Box.
+90 Whistling Post
500
490
Nov. 02.
+66
+82 N
+01 N
+52 / +67 Road Crossing
SCRANTON 1891
OLD 50 SCRANTON DEC 1891 BOTHSIDES
OLD 50 SCNT. OLD 50 SCRANTON Nov 1891
Jan 1892
+89
+60
Washout Nov 30th 1892
at Station 1536+10, 1539+10
Culvert 119B washed out
Nov 30th 1892
Sta 1544+93
+26 / 119 M
20
30
40
1550

442 Whistling Post

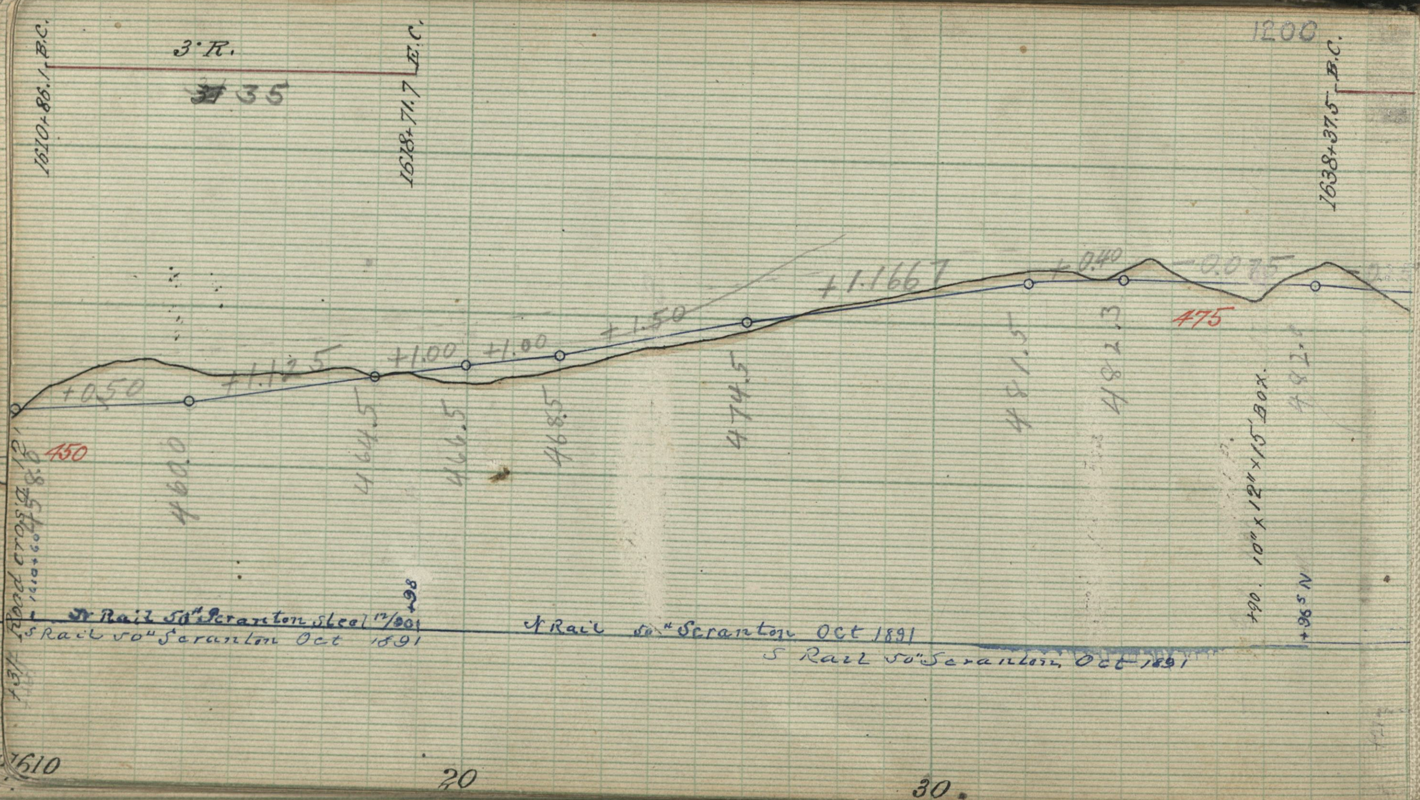
14

45 8.9 10

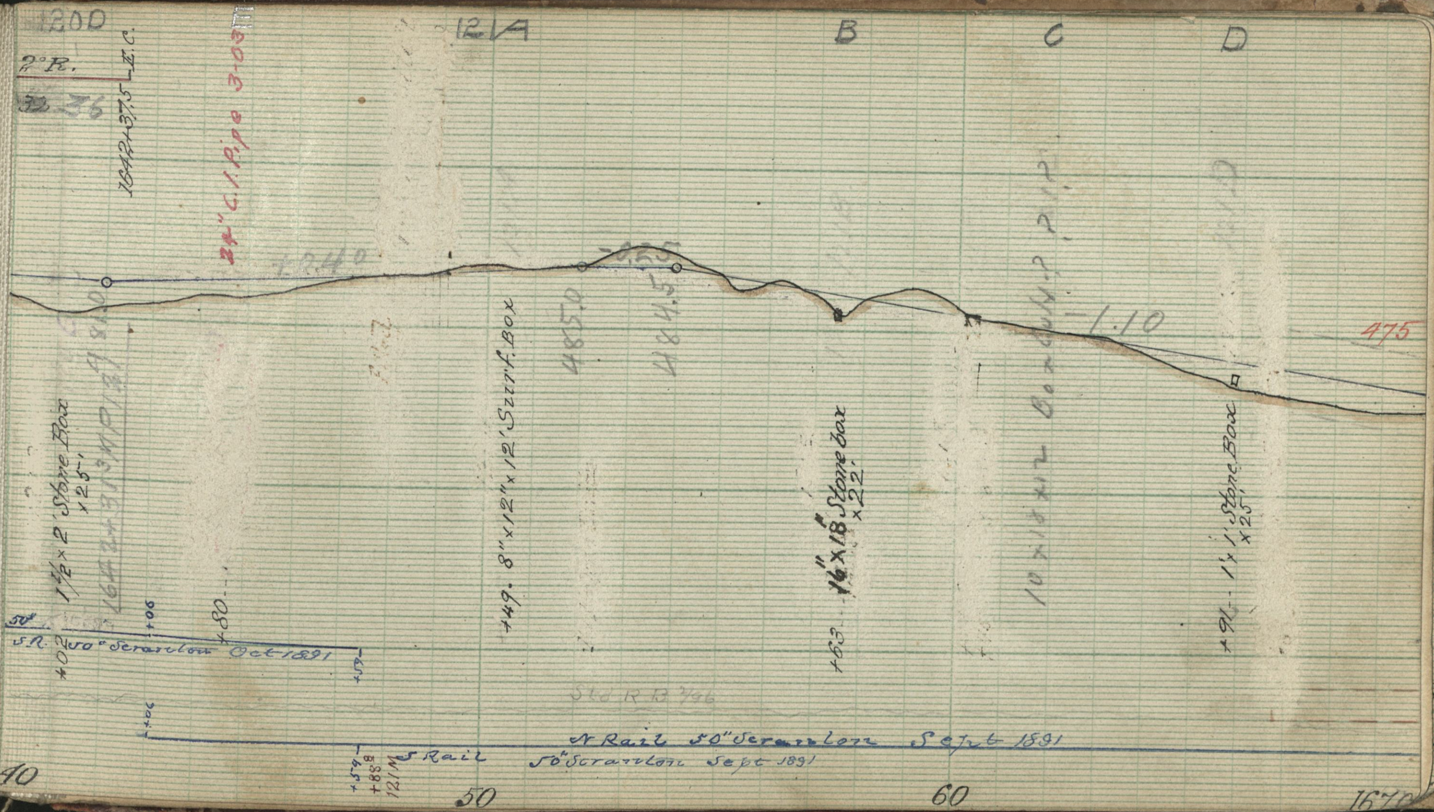


1193
C
D
E
2°L
1571+68.3 B.C.
500'
475
-0.50
-1.25
-1.351
-0.9333
Level
+1.125
490.0
489.0
486.5
467.5
462.0
462.0
466.5
+06. 12"x18"x12' Stone Box
+73 - 1 1/2 x 1 1/2 Box
+83 - 16"x21' C.I. Pipe
+55 16"x24' T.C. Pipe
+70 - Sec. Line bet. Secs. 22 & 23
OLD 50" SCRANTON Apr 1892
+76
Old 50 SCRANTON MAY 1892
+50
+90
N Rail only here
Culvert 1197
washed out Nov 30th 1898
Centre Plfd Nov. 04
rail Oct '90 - 50 lb. steel, old
9+30
1550
60
70
80

119F
120A
B
1581+45 I.C.
SACRAMENTO CO.
EL DORADO CO.
County Boundary
1596+95
+90 - 9'x 12" box x 15'
Trestle 221' OPEN 14 Sp.
Carson Creek
Trestle 14 Spans
+1.25
+0.50
-0.50
-0.6667
-0.75
-0.75
-0.2174
-0.1429
+0.05
465.0
463.5
457.8
Old 50
H.W. Elv. 453.7
3/09
450
80
90
1600
1610



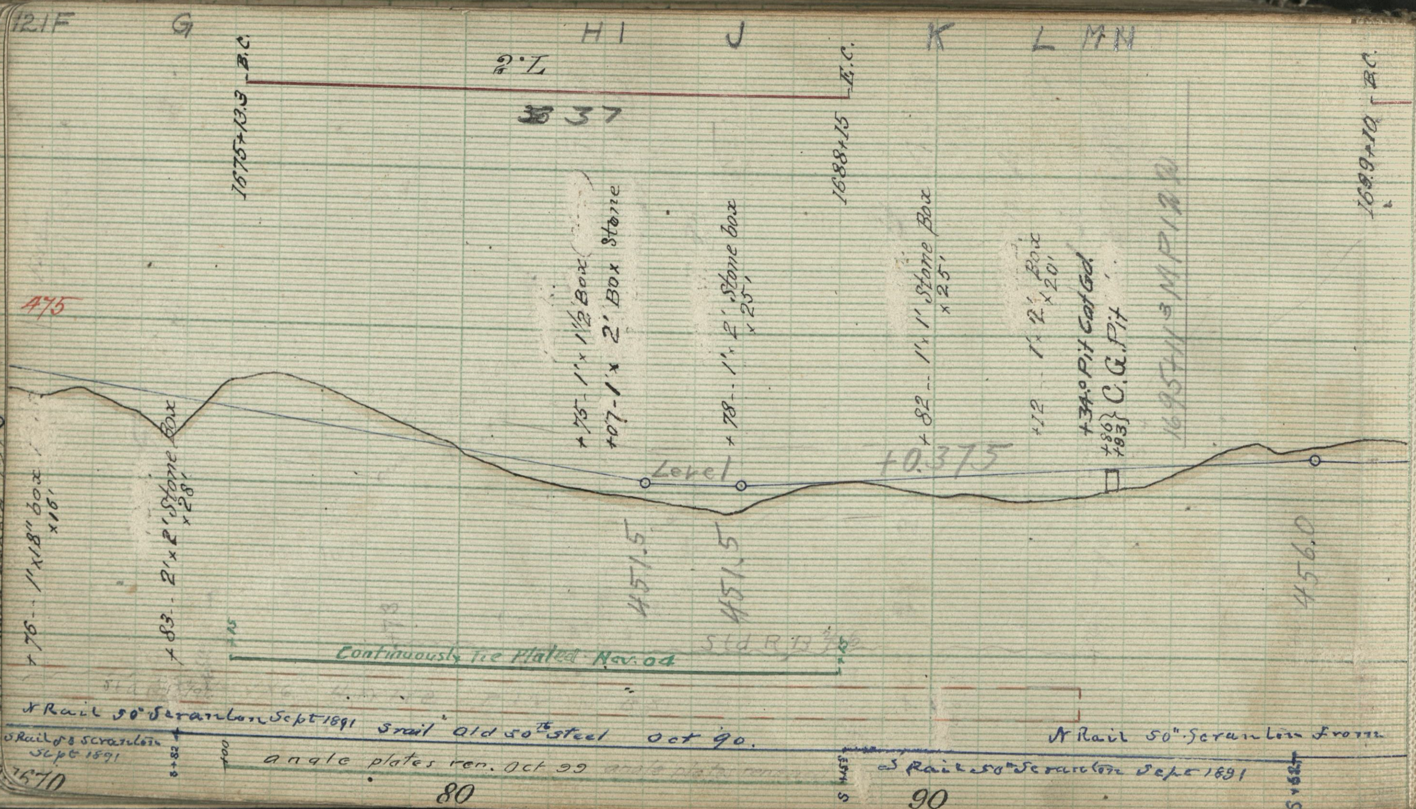
1610+86.1 B.C.
3° R.
35
1618+71.7 E.C.
1200
1638+37.5 B.C.
+0.50
+1.125
+1.00
+1.00
+1.50
+1.1667
+0.40
-0.075
450
475
458.0
460.0
464.5
466.5
468.5
474.5
481.5
482.3
482
Road crossing 1610+60
10" x 12" x 15' Box.
+90.
+96.5 N
+38
N Rail 50" Scranton Steel 1/90
S Rail 50" Scranton Oct 1891
N Rail 50" Scranton Oct 1891
S Rail 50" Scranton Oct 1891
1610
20
30
40



12A
B
C
D
2°R.
3" C.I. Pipe 3-03
+02 1½ × 2 Stone Box × 25'
+49. 8" × 12" × 12'
+63 16" × 18" Stone Box × 22'
+91 1 × 1 Stone Box × 25'
-1.10
475
S.R. 50# Scranton Oct 1891
N Rail 50" Scranton Sept 1891
S Rail 50" Scranton Sept 1891
40
50
60

61 + 23
61
61 84

61 + 23
93
62 16



121 F G H I J K L M N
1675+13.3 B.C.
2° L
37
1688+15 E.C.
1689+70 B.C.
475
+76 - 1"x18" box x16'
+83 - 2'x2' Stone Box x28'
+75 - 1'x 1½ Box
+07 - 1' x 2' Box Stone
+78 - 1'x 2' Stone box x25'
+82 - 1'x 1' Stone Box x25'
+12 1'x 2' Box x20'
+34.0 Pit Cat Gd.
+86 +93 } C.G. Pit
1695+11 = M.P. 122
Level
+0.375
451.5
451.5
456.0
Continuously Tie Plated Nov. 04
N Rail 50" Scranton Sept 1891
S rail " Old 50# steel Oct 90.
N Rail 50" Scranton from
S Rail 50 Scranton Sept 1891
angle plates ren. Oct 99
S Rail 50" Scranton Sept 1891
1670
80
90

122.A B C

4° L 4° R

~~34~~ 38 39 ~~35~~

1719+10 E.C.

1722+57.5 B.C.

1729+88.7 E.C.

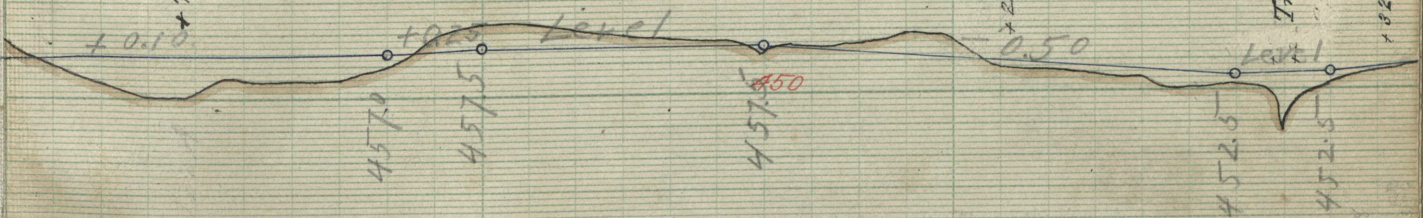
+72 - 24" Con. Pipe 27' long

+01. 10"×14"×16' BOX

+21. Road cros'g 12'

Trestle 15' OPEN 1 Sp.

+32 Road cros'g 15'



+68.8 122 M

1643+06 to 1721+72 Sept 1891

S.rail old 50lb Oct. 90

64T Cont Tie Pl. Nov. 1900. Cont. Tie plated Orig. Plates ren. Mar. 1905

50# OLD SCR APR '91

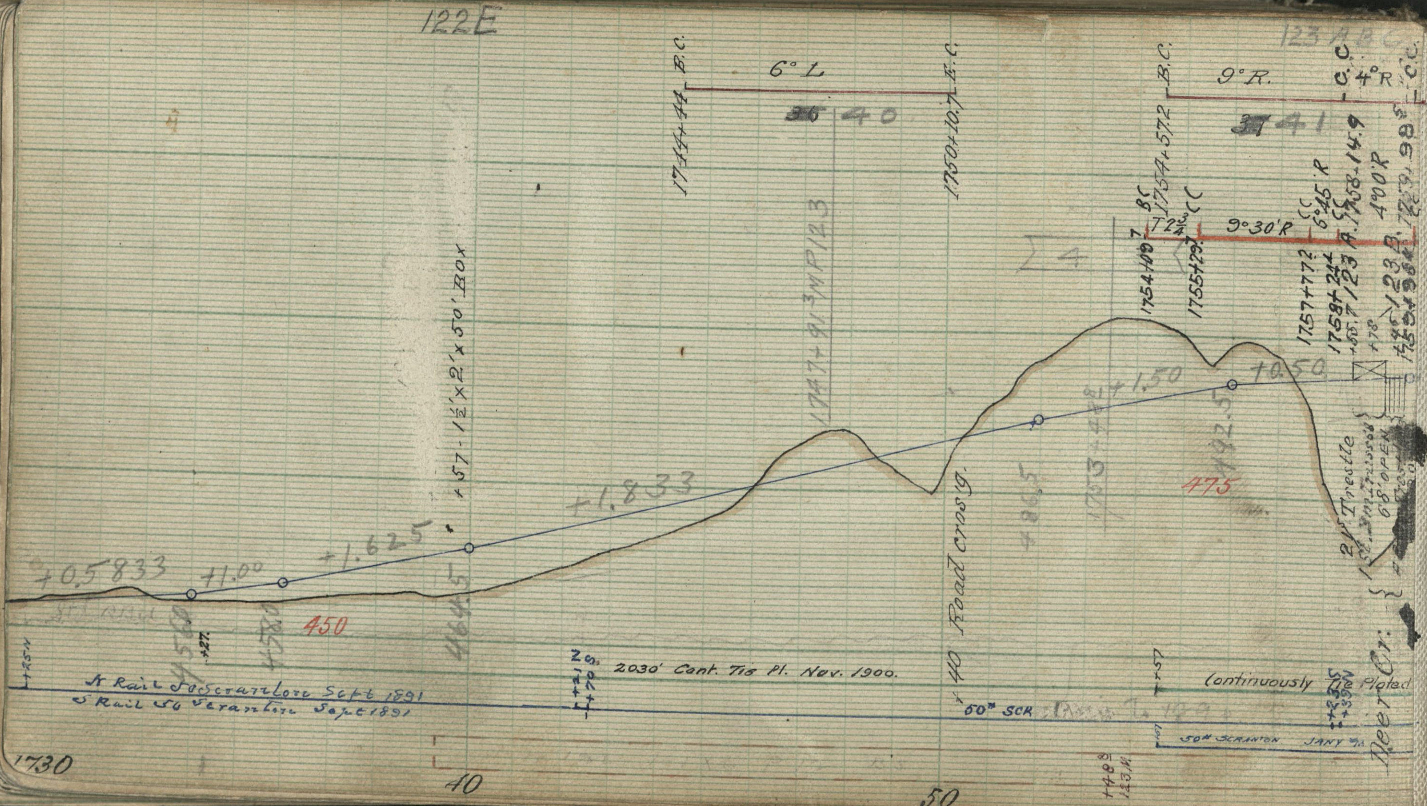
S.RAIL 50LB STEEL APR. '91

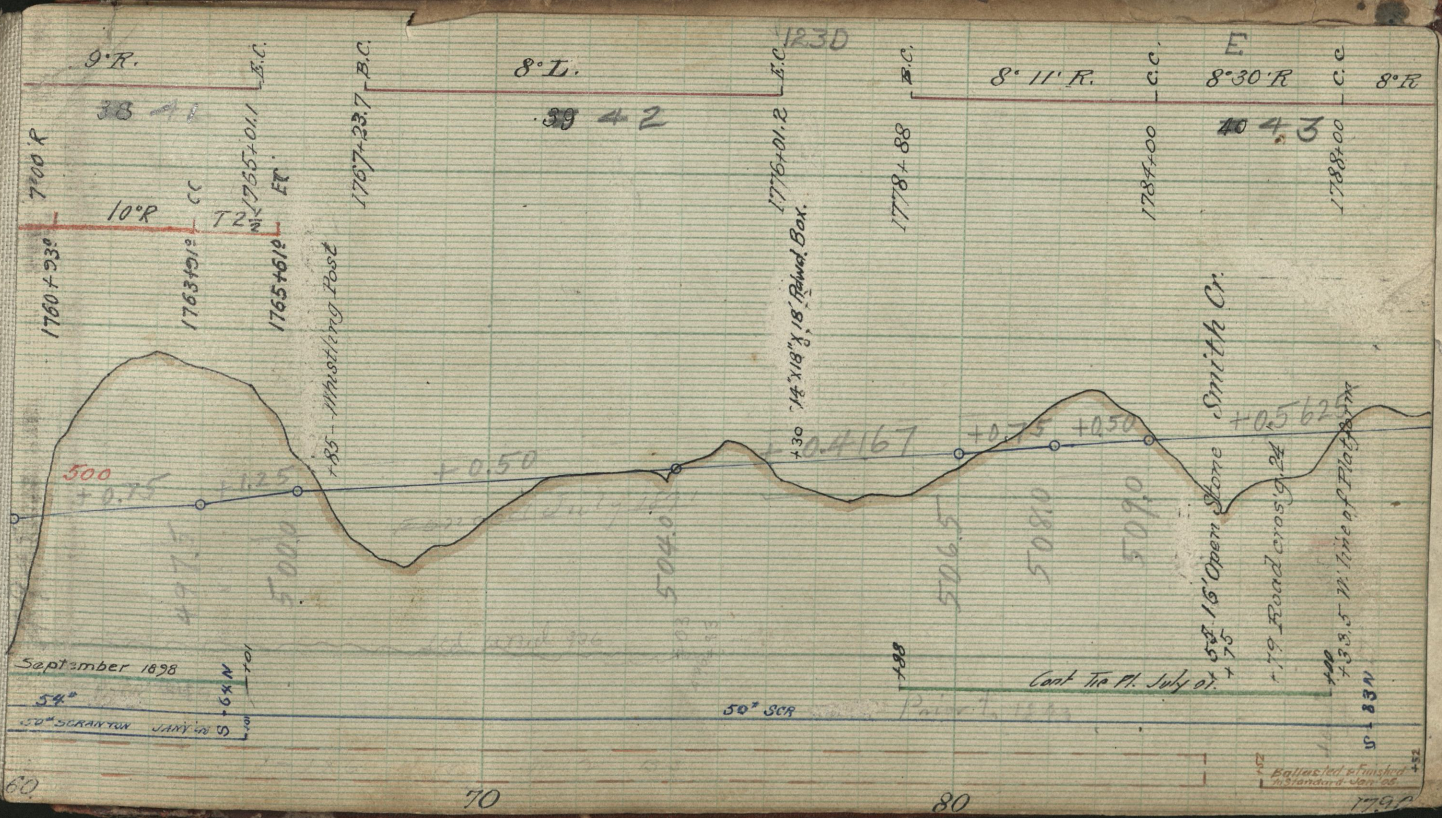
S.R. APR '91

S Rail 50° Scranton Sept 1891

1700 10 20 1730

92
11.5
80.5


122E
6° L
1744+44 B.C.
1750+10.7 E.C.
40
9° R.
41
4° R
C.C.
1754+57.2 B.C.
1754+09
T 2 3/4
9°30' R
1755+29.7
6°45' R
1757+77.2
1758+21
1758+14.9
4°00' R
+57-1½'×2'×50' Box
1747+91.3 MP 123
+0.5833
+1.00
+1.625
+1.833
+1.50
+0.50
450
475
456.0
458.0
464.5
486.5
492.5
Road Cross'g.
215' Trestle
68' Open
Deer Cr.
N Rail 56 Scranton Sept 1891
S Rail 56 Scranton Sept 1891
2030' Cont. Tie Pl. Nov. 1900.
50# SCR
50# SCRANTON JANY 9
Continuously Tie Ploted
1730
40
50
60



9°R.
B.C.
8°L.
E.C.
1230
B.C.
8° 11' R.
C.C.
E
8°30' R
C.C.
8°R
41
42
43
7°00' R
10°R
CC
T2
E.T.
1760+93.0
1763+91.0
1765+01.1
1765+61.0
1767+23.7
1776+01.2
1778+88
1784+00
1788+00
+85 - Whistling Post
14"x18"x18' Rdwd. Box.
Smith Cr.
1.6' Open Stone
Road crossing
Line of Platform
500
+0.75
+1.25
+0.50
+0.4167
+0.75
+0.50
+0.5625
497.5
500.0
504.0
506.5
508.0
509.0
September 1898
54"
50" SCRANTON JAN'Y 98
50" SCR
Cont. Tie Pl. July 07.
Ballasted & Finished to Standard Jan '05
60
70
80
1790

RT
1090

869+77
267
867+25
16

80
715
685

880+00
690
690

690

83+90
350

305
190